

**DRAFT  
ENVIRONMENTAL IMPACT REPORT**

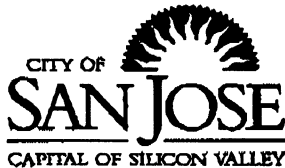
**HOUSING OPPORTUNITIES  
STUDY**

**GENERAL PLAN AMENDMENTS  
PHASE III**

SCH# 2003122126

Prepared by the  
**City of San Jose**

August 2004

**Department of Planning, Building and Code Enforcement**

STEPHEN M. HAASE, AICP, DIRECTOR

August 11, 2004

Ladies and Gentlemen:

**SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE HOUSING OPPORTUNITIES STUDY PHASE III, GENERAL PLAN AMENDMENTS****DRAFT ENVIRONMENTAL IMPACT REPORT, SCH NO. 2003122126**

The Planning Commission of the City of San Jose will hold a Public Hearing to consider the Draft Environmental Impact Report (DEIR) prepared for the project described below. A copy of the DEIR is attached for your review.

Your comments regarding the significant environmental effects of this project and the adequacy of the DEIR are welcome. Written comments, submitted to the Department of Planning, Building and Code Enforcement by 5:00 p.m., September 27, 2004, will be included in the EIR and be considered by the Planning Commission at this public hearing. *If you make comments through a state or regional clearinghouse, please send a copy of your comments to the contact person listed below to insure prompt consideration.* If we receive no comments (nor a request for an extension of time) from you by the specified date, we will assume you have none to make.

**Project Description and Location: The Housing Opportunities Study Phase III, DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)** for a series of amendments to the City of San José General Plan Land Use/Transportation Diagram. Amendments are proposed for 12 sites. The sites are located as follows: Site 1 - northwest corner of Blossom Hill Road and Blossom Avenue; Site 2 - north side of Berryessa Road, west of the Union Pacific Railroad Tracks; Site 3 - south side of Berryessa Road, east of Flickinger Avenue; Site 4 - southwest corner of Julian Street and North 27<sup>th</sup> Street and the south side of East St. John Street from the west side of North 27<sup>th</sup> Street to the west side of North 26<sup>th</sup> Street; Sites 5 and 6 - near the intersection of Curtner Avenue and Canoas Garden Avenue; and Sites 7-12 - properties between West San Carlos, I-280, Los Gatos Creek, and Race Street. These sites are located in Council Districts 3, 4, 6, and 10.

**Tentative Hearing Date:** November 17, 2004

**Contact Person:** Dionne Early  
Department of Planning, Building & Code Enforcement  
801 N. First Street, Room 400  
San Jose, CA 95110-1795

Sincerely,

Akoni Danielson  
Akoni Danielsens, Principal Planner

Attachment



## PREFACE

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The document has been prepared by the City of San José as the Lead Agency, in conformance with the California Environmental Quality Act (CEQA).

This EIR provides program-level environmental review appropriate for the adoption of amendments to the *San José 2020 General Plan*.

### Purpose of the EIR

In accordance with CEQA, this EIR provides objective information regarding the environmental consequences of the proposed project to the decision makers who will be considering and reviewing the proposed project. The CEQA Guidelines contain the following general information on the role of an EIR and its contents:

**§15121(a). Informational Document.** An EIR is an informational document, which will inform public agency decision makers, and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR, along with other information that may be presented to the agency.

**§15146. Degree of Specificity.** The degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in the EIR.

- (a) An EIR on a construction project will necessarily be more detailed in the specific effects of the project than will be an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with greater accuracy.
- (b) An EIR on a project such as the adoption or amendment of a comprehensive zoning ordinance or a local general plan should focus on the secondary effects that can be expected to follow from the adoption or amendment, but the EIR need not be as detailed as an EIR on the specific construction projects that might follow.

**§15151. Standards for Adequacy of an EIR.** An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information that enables them to make a decision that intelligently considers environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good-faith effort at full disclosure.

Because this EIR addresses the impacts of amending the General Plan, the specificity of discussion is appropriate to the level of analysis. No specific development is proposed, no

specific design on particular properties can be identified, and the impacts that are evaluated are general in nature. Likewise, mitigation can only be characterized in terms of General Plan policies or other “programmed” mitigation measures, such as conformance with ordinances, laws, or adopted policies, that would typically be implemented at the time of specific future development.

**§15152. Tiering.** (a) “Tiering” refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later projects.

(b) Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including general plans, zoning changes, and development projects. This approach can eliminate repetitive discussions of the same issues and focus the later EIR or negative declaration on the actual issues ripe for decision at each level of environmental review. Tiering is appropriate when the sequences of analysis is from an EIR prepared for a general plan, policy or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site-specific EIR or negative declaration. Tiering does not excuse the lead agency from adequately analyzing reasonably foreseeable significant environmental effects of the project and does not justify deferring such analysis to a later tier EIR or negative declaration. However, the level of detail contained in a first tier EIR need not be greater than that of the program, plan, policy, or ordinance being analyzed.

All documents referenced in this EIR are available for public review in the office of the Department of Planning, Building, and Code Enforcement, 801 North First Street, Room 400, San José, California, on weekdays during normal business hours.

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## TABLE OF CONTENTS

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	<u>PAGE</u>
<b>PREFACE .....</b>	<b>i</b>
<b>SUMMARY.....</b>	<b>vi</b>
<b>I. DESCRIPTION OF PROJECT .....</b>	<b>1</b>
A. OVERVIEW .....	1
B. AMENDMENT SITES.....	1
C. DETAILED PROJECT DESCRIPTION .....	2
D. PROJECT OBJECTIVES .....	13
E. USES OF THE EIR .....	13
F. CONSISTENCY WITH ADOPTED PLANS AND POLICIES .....	14
<b>II. ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES .....</b>	<b>30</b>
A. LAND USE .....	30
B. VISUAL.....	42
C. GEOLOGY AND SOILS .....	56
D. HYDROLOGY .....	61
E. VEGETATION AND WILDLIFE .....	69
F. HAZARDOUS MATERIALS .....	79
G. CULTURAL RESOURCES .....	91
H. TRANSPORTATION AND CIRCULATION .....	99
I. AIR QUALITY .....	132
J. NOISE.....	142
K. UTILITIES.....	159
<b>III. PUBLIC FACILITIES .....</b>	<b>167</b>
<b>IV. CUMULATIVE IMPACTS .....</b>	<b>173</b>
<b>V. ALTERNATIVES TO THE PROPOSED PROJECT .....</b>	<b>188</b>
<b>VI. SIGNIFICANT UNAVOIDABLE IMPACTS OF THE PROJECT .....</b>	<b>195</b>
<b>VII. IRREVERSIBLE ENVIRONMENTAL CHANGES AND IRRETRIEVABLE COMMITMENT OF RESOURCES.....</b>	<b>196</b>
<b>VIII. GROWTH INDUCING IMPACTS OF THE PROJECT .....</b>	<b>197</b>
<b>IX. AUTHORS AND CONSULTANTS .....</b>	<b>198</b>
<b>X. REFERENCES .....</b>	<b>199</b>

## **TECHNICAL APPENDICES**

A	Environmental Site Assessment
B	Traffic Report
C	Noise Report
D	Notice of Preparation and Comment Letters

## **FIGURES**

Figure 1	Regional Map .....	3
Figure 2	Vicinity Map (all Sites).....	4
Figure 3	Vicinity Map Site 1.....	5
Figure 4	Vicinity Map Sites 2 and 3.....	6
Figure 5	Vicinity Map Site 4.....	7
Figure 6	Vicinity Map Sites 5 and 6.....	8
Figure 7	Vicinity Map Sites 7-12.....	9
Figure 8	Aerial Site 1.....	21
Figure 9	Aerial Site 2.....	22
Figure 10	Aerial Site 3.....	23
Figure 11	Aerial Site 4.....	24
Figure 12	Aerial Sites 5 and 6.....	25
Figure 13	Aerial Sites 7 – 12.....	26
Figure 14	Land Use Maps Sites 1 and 2.....	27
Figure 15	Land Use Maps Sites 3 and 4.....	28
Figure 16	Land Use Maps Sites 5 – 12.....	29
Figure 17	Historic District.....	94
Figure 18	Noise Measurement Locations Site 1.....	153
Figure 19	Noise Measurement Locations Site 2.....	154
Figure 20	Noise Measurement Locations Site 3.....	155
Figure 21	Noise Measurement Locations Site 4.....	156
Figure 22	Noise Measurement Locations Sites 5 and 6.....	157
Figure 23	Noise Measurement Locations Sites 7 – 12.....	158

## **TABLES**

Table 1	Distance From Active Faults.....	57
Table 2	Soil Characteristics.....	58
Table 3	Flood Zones.....	61
Table 4	Site 7 Hazardous Materials Database Results.....	81
Table 5	Site 8 Hazardous Materials Database Results.....	81
Table 6	Site 9 Hazardous Materials Database Results.....	83
Table 7	Site 11 Hazardous Materials Database Results.....	83
Table 8	Site 12 Hazardous Materials Database Results.....	84
Table 9	Bus Service for the Midtown Sites.....	112
Table 10	Intersection Level of Service Definitions Based on Delay.....	113
Table 11	Existing and Background Intersection Levels of Service.....	114
Table 12	Freeway Levels of Service Based on Density.....	118
Table 13	Freeway Segments Level of Service.....	118
Table 14	Major Criteria Pollutants.....	133

Table 15	Federal and State Ambient Air Quality Standards.....	134
Table 16	Number of Ambient Air Quality Standards Violations and Highest Concentrations (1999-2001).....	135
Table 17	CAP Transportation Control Measures to be Implemented by Cities.....	138
Table 18	Existing Noise Levels.....	146
Table 19	Fire Stations Service the Project Sites.....	168
Table 20	Cumulative Analysis Pending Projects.....	175
Table 21	Cumulative Screenline Impact Criteria.....	182
Table 22	Cumulative Screenline Impacts.....	183
Table 23	Cumulative LOS E/F/ Link Analysis Summary.....	185

## **PHOTOS**

Photo 1 .....	43
Photo 2 .....	43
Photo 3 .....	44
Photo 4 .....	44
Photo 5 .....	45
Photo 6 .....	45
Photo 7 .....	46
Photo 8 .....	46
Photo 9 .....	47
Photo 10 .....	47
Photo 11.....	48
Photo 12 .....	48
Photo 13.....	49
Photo 14 .....	49
Photo 15.....	51
Photo 16 .....	51
Photo 17.....	52
Photo 18 .....	52
Photo 19.....	53
Photo 20 .....	53
Photo 21.....	54
Photo 22 .....	54

## SUMMARY

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The proposed project includes 12 specific amendments to the Land Use/Transportation Diagram of the *San José 2020 General Plan* in support of the Housing Opportunities Study Phase III.

The following is a brief summary of significant impacts and mitigation measures addressed within the body of this EIR. The complete project description and discussion of impacts and mitigation measures can be found in the Section II of this EIR.

SIGNIFICANT IMPACTS	MITIGATION MEASURES
<hr/> <b>Land Use Impacts</b> <hr/>	
Tall buildings on Sites 1-4 could result in significant shade and shadow and visual intrusion impacts to the adjacent single-family neighborhoods. <b>(Significant Impact)</b>	<i>Residential Land Use Policy 22</i> states that high density residential and mixed residential/commercial development located along transit corridors should be designed to: create a pleasant walking environment to encourage pedestrian activity, particularly to the nearest transit stop; maximize transit usage; allow residents to conduct routine errands close to their residence; integrate with surrounding uses to become a part of the neighborhood rather than an isolated project; use architectural elements or themes from the surrounding neighborhood; and ensure that building scale does not overwhelm the neighborhood.
Development of residential uses on Sites 4, 7, 8, and 10, and a park on Site 11 could create significant land use conflicts between the proposed land uses and existing industrial uses. Residential uses on Site 10 and Site 2 would also be subject to impacts from adjacent rail lines. <b>(Significant Impact)</b>	<i>Residential Land Use Policy 23</i> states that new high-density residential development in Transit-Oriented Development Corridors should be designed to protect residents from any potential conflicts with adjacent land uses.
Locating high density housing on Sites 5 and 6 near elevated roadways could expose future residents to significant compatibility impacts. <b>(Significant Impact)</b>	<i>Urban Design Policy 21</i> states that, to promote safety and to minimize noise impacts in residential and working environments, development which is proposed adjacent to railroad lines should be designed to provide the maximum separation between the rail line and dwelling units, yards or common open space areas, offices and other jobs locations, facilities for the storage of toxic or explosive materials and the like. To the extent possible areas of development closest to an adjacent railroad line should be devoted to parking lots, public streets, peripheral landscaping, the storage of non-hazardous materials and so forth.
	<i>Urban Design Policy 22</i> states that design guidelines adopted by the City Council should be followed in the design of development projects.

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**SIGNIFICANT IMPACTS**

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**MITIGATION MEASURES**

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**Land Use Impacts *Continued***

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*See previous page for land use impacts.*

Specific policies in the City's adopted Residential Design Guidelines are identified as "Other Programmed Mitigation Measures" and are listed on page 39 of this DEIR.

**Less Than Significant Impact with Mitigation**

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**Geology and Soils Impacts**

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Development on any of the 12 sites would be exposed to seismic impacts and structural damage from liquefaction and/or weak soils. **(Significant Impact)**

*Soils and Geologic Conditions Policy 1* states the City should require soils and geologic review of development proposals to assess such hazards as potential seismic hazards, surface ruptures, liquefaction, landsliding, mud sliding, erosion and sedimentation in order to determine if these hazards can be adequately mitigated.

*Soils and Geologic Conditions Policy 6* states that development in areas subject to soils and geologic hazards should incorporate adequate mitigation measures.

*Earthquake Policy 1* states that the City should require that all new buildings be designed and constructed to resist stresses produced by earthquakes.

*Earthquake Policy 3* states that the City should only approve new development in areas of identified seismic hazard if such hazard can be appropriately mitigated.

*Earthquake Policy 5* states that the City should continue to require geotechnical studies for development proposals; such studies should determine the actual extent of seismic hazards, optimum location for structures, the advisability of special structural requirements, and the feasibility and desirability of a facility in a specific location.

Other Programmed Mitigation Measures listed on page 59 of this DEIR.

**Less Than Significant Impact with Mitigation**

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**SIGNIFICANT IMPACTS**

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**MITIGATION MEASURES**

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**Hydrology Impacts**

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Development within the 100-year flood zone (Sites 2, 4, 5, and 6) could result in exposure of persons or property to impacts from flooding. **(Significant Impact)**

*Services and Facilities, Level of Service, Goal 2* states that storm drainage must minimize flooding on public streets property damage from storm water.

*Services and Facilities, Storm Drainage and Flood Control, Policy 12* states that new projects should be designed to minimize potential damage due to storm waters and flooding to the site and other properties.

*Hazards, Flooding, Policy 1* states that new development should be designed to provide protection from potential impacts of flooding during the “one percent” or “100-year” flood.

*Hazards, Flooding, Policy 1* states that new development should be designed to provide protection from potential impacts of flooding during the “one percent” or “100-year” flood.

*Hazards, Flooding, Policy 3* states that designated floodway areas should be preserved for non-urban uses.

*Hazards, Flooding, Policy 7* states that the City should require new urban development to provide adequate flood control retention facilities.

**Less Than Significant Impact with Mitigation**

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**Vegetation and Wildlife Impacts**

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Construction activities near the riparian corridor could result in the loss of riparian habitat and special status species. **(Significant Impact)**

*Riparian Corridors and Upland Wetlands Policy 1* states that creeks and natural riparian corridors and upland wetlands should be preserved whenever possible.

Future development of Site 11, which is directly adjacent to Los Gatos Creek, could impact the riparian corridor. **(Significant Impact)**

*Riparian Corridors and Upland Wetlands Policy 2* states that new public and private development adjacent to riparian corridors should be consistent with the provisions of the Riparian Corridor Policy Study.

*Riparian Corridors and Upland Wetlands Policy 3* states that new development within the Urban Service Area should be set back from the outside edge of riparian habitat (of the top of back, whichever is greater) a distance sufficient to



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**SIGNIFICANT IMPACTS**

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**MITIGATION MEASURES**

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**Vegetation and Wildlife Impacts *Continued***

*See previous page for riparian impacts.*

buffer the impacts of adjacent human activities and provide avenues for wildlife dispersal.

*Riparian Corridors and Upland Wetlands Policy 4* states that new development should be designed to protect adjacent riparian corridors from encroachment of lighting, exotic landscaping, noise and toxic substances into the riparian zone.

*Riparian Corridors and Upland Wetlands Policy 5* states that when disturbances to riparian corridors and upland wetlands cannot be avoided, appropriate measures should be required to restore, or compensate for damage to, the creeks or riparian corridors.

Full development under the proposed land use designations on the 11 project sites that have trees could result in the removal ordinance sized trees.  
**(Significant Impact)**

*Urban Forest Policy 2* states development projects should include the preservation of ordinance-sized, and other significant trees. Any adverse affect on the health and longevity of native oaks, ordinance sized or other significant trees should be avoided through appropriate design measures and construction practices. When tree preservation is not feasible, the project should include appropriate tree replacement. In support of these policies the City should: (1) continue to implement the Heritage Tree program and the Tree Removal Ordinance, and (2) consider the adoption of Tree Protection Standards and Tree Removal Mitigation Guidelines.

*Urban Forest Policy 3* states the City should encourage the maintenance of mature trees on public and private property as an integral part of the urban forest. Prior to allowing the removal of any mature tree, all reasonable measures which can effectively preserve the tree should be pursued.

*Urban Forest Policy 5* states the City should encourage the selection of trees appropriate for a particular urban site. Tree placement should consider energy saving values, nearby power lines, and root characteristics.

*Urban Forest Policy 6* states trees used for new planting in urban areas should be selected primarily from species with low water requirements.

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**SIGNIFICANT IMPACTS**

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**MITIGATION MEASURES**

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**Vegetation and Wildlife Impacts (Continued)**

*See previous page for ordinance tree impacts.*

*Urban Design Policy 15* states that in order to realize the goal of providing street trees along all residential streets, the City should: (1) continue to update, as necessary, the master plan for street trees which identifies approved varieties, (2) require the planting and maintenance of approved varieties of street trees as a condition of development, (3) continue the program for management and conservation of street trees which catalogs street tree stock replacement and rejuvenation needs, (4) Continue to work with volunteer urban forestry programs (San José Beautiful/Our Urban Forest) to promote tree planting and maintenance by residents.

Construction activities near raptor nests could result in the loss of fertile eggs, nestlings, or nest abandonment. **(Significant Impact)**

*Urban Forest Policy 7* states where appropriate, trees that benefit urban wildlife species by providing food or cover should be incorporated into urban planting.

Removal of mature trees used as nesting sites by protected raptors would be a significant impact if trees are removed during the breeding season. **(Significant Impact)**

Other Programmed Mitigation Measures are listed on page 76 of this DEIR.

Should Burrowing Owls move onto any of the project sites prior to construction, individual birds and/or their eggs could be destroyed. **(Significant Impact)**

**Less Than Significant With Mitigation**

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**Hazardous Materials Impacts**

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Future redevelopment of sites 6, 7, 8, and 11 could expose future residents, on-site employees, and construction workers, and occupants of nearby properties to soils, dust, and/or groundwater contaminated by fuels, oils, and solvents. Sites 2, 3, 4, 5, and 10 have not had any recorded releases, but future redevelopment of these sites could also expose future residents, on-site employees, and construction workers, and occupants of nearby properties to soils, dust, and/or groundwater contaminated by fuels, oils, solvents, and/or pesticides and herbicides. **(Significant Impact)**

*Hazardous Materials Policy 1* states that the City should require proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal.

Future development on Sites 2 and 10 could expose construction workers, future residents, and other occupants of the sites to soil that is contaminated with solvents, fuels, oil, pesticides, and herbicides. **(Significant Impact)**

*Hazardous Materials Policy 3* states that the City should incorporate soil and groundwater contamination analysis within the environmental review process for development proposals. When contamination is present on a site, the City should report this information to the appropriate agencies that regulate the cleanup of toxic contamination.

*Water Resources Policy 7* states that the City shall require the proper construction and

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**SIGNIFICANT IMPACTS**

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**MITIGATION MEASURES**

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**Hazardous Materials Impacts *Continued***

*See previous page of hazardous materials impacts.*

monitoring for facilities storing hazardous materials in order to prevent contamination of the surface water, groundwater, and underlying aquifers. In furtherance of this policy, design standards for such facilities should consider high groundwater tables and/or the potential for freshwater or saltwater flooding.

*Water Resources Policy 8* states that the City should establish nonpoint source pollution control measures and programs to adequately control the discharge of pollutants into the City's storm sewers.

*Residential Land Use Policy 5* states that residential development should be allowed in areas with identified hazards to human habitation only if these hazards are adequately mitigated.

*Industrial Land Use Policy 1* states that industrial development should incorporate measures to minimize negative impacts on nearby land uses.

*Industrial Land Use Policy 6* states that expansion and improvement of heavy industrial uses should incorporate measures to comply with current anti-pollution and design standards including the City's wastewater minimization program and other pollution reduction programs.

Other Programmed Mitigation Measures are listed on page 88 of this DEIR.

**Less Than Significant Impact With Mitigation**

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**Cultural Resources Impacts**

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Sites 1-3, 5, 6, 11, and 12 may contain previously unknown subsurface prehistoric resources, including human burials. Future development or redevelopment that includes excavation or disturbance of soil on these sites could substantially change or destroy archaeological deposits including human remains. **(Significant Impact)**

Sites 1-4, and 7-12 may contain unknown subsurface historic resources. Future development or redevelopment that includes excavation or

*Historic, Archaeological and Cultural Resources Policy 1* states that because historically or archaeologically significant sites, structures and districts are irreplaceable resources, their preservation should be a key consideration in the development review process.

*Historic, Archaeological and Cultural Resources Policy 8* states that for proposed development sites which have been identified as archaeologically sensitive, the City should require investigation during the planning process in order

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**SIGNIFICANT IMPACTS**

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**MITIGATION MEASURES**

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**Cultural Resources Impacts *Continued***

disturbance of soil on these sites could substantially change or destroy archaeological deposits. In addition, future development or redevelopment that requires demolition of existing structures could result in the loss of unidentified historic structures. **(Significant Impact)**

to determine whether valuable archaeological remains may be affected by the project and should also require that appropriate mitigation measures be incorporated into the project design.

*Historic, Archaeological and Cultural Resources Policy 9* states that recognizing that Native American burials may be encountered at unexpected locations, the City should impose a requirement on all development permits and tentative subdivision maps that upon discovery of such burials during construction, development activity will cease until professional archaeological examination and reburial in an appropriate manner is accomplished.

Other Programmed Mitigation Measures are listed on page 96 of this DEIR.

**Less Than Significant Impact With Mitigation**

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**Transportation Impacts**

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The land use changes proposed for Site 2 and Site 8 individually, Sites 2 and 3 together, Sites 5 and 6 together, Sites 7-12 together, and all 12 HOS III GPA sites collectively would result in significant increases in traffic congestion. **(Significant Impact)**

*Services and Facilities Level of Service Policy #5* - requires that the minimum overall performance of City streets during peak travel periods should be level of service "D". To meet that goal, the policy states that development proposals should be reviewed for their measurable impacts on the level of service and should be required to provide appropriate mitigation measures if they have the potential to reduce the level of service to "D" or worse. Results of the traffic analysis indicate that the proposed amendment will add traffic to streets already identified as operating at unacceptable levels. According to the general plan policy and impact criteria, this constitutes a significant impact. Although there is no mitigation yet identified, at the time a specific development application is submitted, a traffic impact study would identify any current condition deficiencies that would need to be mitigated to meet level of service policies. In accordance with the City's level of service policy, any impacts would then have to be mitigated before the project could be approved.

*Transportation Policy # 1 (Thoroughfares)* states that inter-neighborhood movement of people and

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**SIGNIFICANT IMPACTS**

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**MITIGATION MEASURES**

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**Transportation Impacts (Continued)**

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*See previous page for traffic impact.*

goods should occur on thoroughfares and is discouraged on neighborhood streets.

*Transportation Policy #3 (Thoroughfares)* states that public street right-of-way dedication and improvements should be required as development occurs. Ultimate thoroughfare right-of-way should be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function.

*Transportation Policy #8 (Thoroughfares)* states that vehicular, bicycle, and pedestrian safety should be an important factor in the design of streets and roadways.

*Transportation Policy #9 (Impacts on Local Neighborhoods)* states that neighborhood streets should be designed to discourage through traffic and unsafe speeds. If neighborhood streets are used for through traffic or if they are traveled at unsafe speeds, law enforcement and traffic operations techniques should be employed to mitigate these conditions.

*Transportation Policy #11 (Transit Facilities)* states that the City should cooperate with transportation agencies to achieve the following objectives for the County's public transit system: (1) provide all segments of the City's population, including the handicapped, elderly, youth and economically disadvantaged, with adequate access to public transit. Public transit should be designed to be an attractive, convenient, dependable and safe alternative to the automobile, and (2) Enhance transit service in major commute corridors, and provide convenient transfers between public transit systems and other modes of travel.

*Transportation Policy #16 (Pedestrian Facilities)* states that pedestrian travel should be encouraged as a viable mode of movement between high density residential and commercial areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core Area and

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**SIGNIFICANT IMPACTS**

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**MITIGATION MEASURES**

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**Transportation Impacts *Continued***

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neighborhood business districts by providing safe and convenient pedestrian facilities.

*Transportation Policy #41 (Bicycling)* states that the City should develop a safe, direct, and well-maintained transportation bicycle network linking residences, employment centers, schools, parks and transit facilities and should promote bicycling as an alternative mode of transportation for commuting as well as for recreation.

*Transportation Policy #42 (Bicycling)* states that bike lanes are considered generally appropriate on arterial and major collector streets. Right-of-way requirements for bike lanes should be considered in conjunction with planning the major thoroughfares network and in implementing street improvement projects.

*Transportation Policy #43 (Bicycling)* states that priority improvements to the Transportation Bicycle Network should include: (1) bike routes linking light rail stations to nearby neighborhoods, (2) bike paths along designated trails and pathways corridors, and (3) bike paths linking residential areas to major employment centers.

The proposed General Plan amendments would increase peak direction congestion on at least six LOS E/F link sets by 1.50 or more, resulting in a significant impact. Conformance with the identified General Plan policies alone would not reduce significant adverse LOS E/F link impacts.

**Significant Unavoidable Impact**

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**Air Quality Impacts**

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The General Plan amendments proposed on these 12 sites would allow construction of more dwelling units than is reflected in the current regional Clean Air Plan. Based on the thresholds of significance adopted by the Bay Area Air Quality Management District, this will result in a significant regional air quality impact.  
**(Significant Impact)**

*Transportation Goal No. 3* states that the City shall develop a continuous, safe, accessible, interconnected high quality pedestrian environment that promotes walking as a desirable mode of transportation.

*Transportation Thoroughfare Policy 8* states that vehicular, bicycle, and pedestrian safety should be an important factor in the design of streets and roadways.

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**SIGNIFICANT IMPACTS**

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**MITIGATION MEASURES**

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**Air Quality Impacts *Continued***

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*See previous page for regional air quality impacts.*

*Transportation Policy 16 (Pedestrian Facilities)* states that pedestrian travel should be encouraged as a mode of movement between residential and non-residential areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core and Frame Areas and neighborhood business districts by providing pedestrian facilities that are pleasant, safe, and accessible to people with disabilities, and convenient.

*Transportation Policy 22 (Pedestrian Facilities)* states that pedestrian pathways and public sidewalks should provide connectivity between uses, such as neighborhoods, schools, parks, libraries, open space, public facilities, shopping centers, employment centers, and public transit. A continuous pedestrian facilities network should include pedestrian connections between neighborhoods, across natural and man-made barriers, between dead-end streets, and to trails and transit.

*Transportation Bicycling Policy 41* states that the City should develop a safe, direct, and well-maintained transportation bicycle network linking residences, employment centers, schools, parks and transit facilities and should promote bicycling as an alternative mode of transportation for commuting as well as for recreation.

*Transportation Bicycling Policy 42* states that bike lanes are considered generally appropriate on arterial and major collector streets. Right-of-way requirements for bike lanes should be considered in conjunction with planning the major thoroughfares network and in implementing street improvement projects.

*Transportation Bicycling Policy 43* states that priority improvements to the Transportation Bicycle Network should include: (1) bike routes linking light rail stations to nearby neighborhoods, (2) bike paths along designated trails and pathway corridors, and (3) bike paths linking residential areas to major employment areas.

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**SIGNIFICANT IMPACTS**

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**MITIGATION MEASURES**

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**Air Quality Impacts *Continued***

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*See previous page for regional air quality impacts.*

Mitigation measures, based on the CAP Transportation Control Measures, are listed on page 143 of this DEIR.

Conformance with the identified General Plan policies will reduce the impacts on regional air quality. Because the proposed General Plan amendments will add substantial population not already reflected in the current regional Clean Air Plan, the air quality impacts of their approval would still be considered a significant impact.

**Significant Unavoidable Impact**

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**Noise Impacts**

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Future residential development on 10 of the 12 proposed project sites would be exposed to noise levels that exceed the City of San José's noise exposure goal for residential properties.  
**(Significant Impact)**

*Noise Policy 1* states the City's acceptable noise level objectives are 45 LDN as the interior noise quality level and 76 LDN as the maximum exterior noise level necessary to avoid significant adverse health effects. These objectives are established for the City, recognizing that the attainment of exterior noise quality levels along major roadways may not be achieved in the time frame of this Plan. To achieve the noise objectives, the City should appropriate site and building design, building construction and noise attenuation techniques in new residential development.

*Land Use Compatibility Guidelines for San José* state that outside activity areas should be permitted if site planning and noise barriers result in levels of 60 L<sub>dn</sub> or less.

*Urban Design Policy 18* states that to the extent feasible, sound attenuation for development along City streets should be accomplished through the use of landscaping, setbacks and building design rather than the use of sound attenuation walls.

*Noise Policy 9* states that construction operations should use available noise suppression devices and techniques.

Noise generating activities associated with development of the project sites would temporarily elevate noise levels in the area surrounding the project site. **(Significant Temporary Impact)**

Other Programmed Mitigation Measures are listed on page 149 of this DEIR.

**Less Than Significant Impact With Mitigation**

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## Cumulative Impacts

The implementation of all 12 of the proposed 12 HOS III General Plan Amendments, in conjunction with the other pending GPAs, will make a cumulatively considerable contribution to the existing jobs/housing imbalance in San José and will substantially increase the City's current population. **(Significant Cumulative Impact)**

Implementation of the proposed 12 HOS III GPA's will have a significant cumulative impact on public services and facilities. **(Significant Cumulative Impact)**

The proposed land use changes associated with the HOS III GPA Sites 7-12 and other pending General Plan Amendments collectively would adversely affect eight sets of links based on the impact criteria for the LOS E/F link analysis. **(Significant Cumulative Impact)**

The proposed project will add a substantial number of additional dwelling units not included in the Clean Air Plan, and will result in the cumulatively significant increase in traffic congestion in the area. The proposed HOS III land use amendments will cause cumulatively considerable impacts on regional air quality. **(Significant Cumulative Impact)**

Please see Section IV., *Cumulative Impacts*, for a complete discussion of the aforementioned impacts.

## Alternatives to the Proposed Project

### A. NO PROJECT ALTERNATIVE

The CEQA Guidelines [§15126(d)4] require that an EIR specifically discuss a "no project" alternative, which should address both "the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project is not approved, based on current plans and consistent with available infrastructure and community services." Since the proposed project is a change to the existing General Plan land use designation on 12 sites, the alternative to the City approving the currently proposed amendments would be to retain the current land use designations.

**Conclusion:** Implementation of the "No Project" alternative would have less of an impact on the environment overall and would have a significantly reduced impact on transportation and air quality compared to the proposed project. This alternative, however, does not meet the objectives of the proposed project.

### B. LESSER INTENSITY ALTERNATIVE

The goal of a "lesser intensity" alternative would be to add fewer additional dwelling units to the General Plan. This could be accomplished by proposing land use amendments on fewer sites (e.g., four or six sites instead of nine<sup>1</sup>), or by proposing fewer units on all or most of the sites, or by a combination of both. Currently Sites 1 and 8 included in this EIR are partly designated for residential land uses, but at lower densities than the proposed designations. Evaluating lower densities on these two sites is the same as the No Project alternative discussed above. The seven

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<sup>1</sup> Three of the 12 project sites are not proposed for residential land uses.

sites proposed for residential use but not currently designated for any residential uses are designated for public/quasi-public, commercial, industrial, or combined industrial/commercial land uses. Sites 9, 11, and 12 are not proposed to have a residential component.

**Conclusion:** Implementation of this alternative would result in less development on each of the 12 amendment sites and, as a result, would incrementally decrease the environmental impacts. Specifically traffic trips would be reduced and as a result, regional emissions would be reduced as well. This alternative mostly meets the objectives of the proposed project because it would allow residential development on infill sites. It would not, however, allow the high density developed that is the overall objective of this project. Because this project mostly meets the objects of the proposed project and all impacts would be reduced compared to the proposed project, this alternative is the environmentally superior alternative.

### C. ALTERNATIVE LOCATION 1

The CEQA Guidelines require that an EIR identify an alternative location that “would avoid or substantially lessen any of the significant effects of the amendment” [§15126.6 (f) (2) (A)]. There are no specific alternative sites or combination of sites known to the City of San José whose development with 3,204 dwelling units would result in substantially fewer environmental impacts. There are other commercial or underutilized properties in San José that could be redeveloped as residential or mixed uses. Some of these properties are large enough to accommodate a significant number of dwelling units. Redevelopment of these properties, particularly larger sites, would likely all result in impacts similar to those identified for the sites evaluated in this EIR.

There may be a number of sites in the Santa Clara County Cities north and northwest of San José that could be developed or redeveloped with a total number of dwelling units similar to what is evaluated in this EIR. Placing residential development closer to the jobs in the north County would result in shorter commute distances, less regional traffic congestion, and fewer noise and air pollution impacts than placing the same number of units at locations (such as the 12 locations discussed in this EIR) that are farther from the north County.

**Conclusion:** Implementation of this alternative is not viable because the City of San José does not have the authority to approve such development, and lacks the resources to fully evaluate the suitability or existence of appropriate sites in other cities.

### D. ALTERNATIVE LOCATION 2

This alternative site, which is part of an existing shopping center located on the northeast corner of Story Road and McGuinness Avenue, was initially identified and analyzed as one of the possible HOS III sites. Subsequently, it was not selected as a viable conversion sites. The site is included as an alternative to fully disclose all amendment sites that were analyzed for this project. This alternative is not part of the proposed project. It could, however, be considered as an alternative to part of the proposed project.

This alternative would designate approximately 12 acres on the northeast corner of Story Road and McGuinness Avenue for residential use. The land use designation would change from *General Commercial* to *Transit Corridor Residential (20+ DU/AC)*, which would allow a minimum of 240 units on the 12-acre site. The amendment site is located less than 900 feet from

the Story Road/Capitol Expressway intersection, which is a major transportation route in the amendment area. Capitol Expressway intersects with I-680 approximately one-half mile northwest of the amendment site. For the purposes of this analysis, it is assumed that development on this site under the proposed land use designation would include approximately 660 dwelling units and 29,403 square feet of commercial development. This property is within approximately 1,900 feet of the nearest LRT line and LRT station. The site is currently occupied by a shopping center.

**Conclusion:** Development of high density residential and commercial uses on this alternative site would have impacts similar to some of the other sites discussed under the proposed amendment. As with the other sites, most of the impacts identified can be reduced to less than significant with the implementation of City policies and other program mitigation measures listed in this EIR. As with all the other proposed sites, development of a substantial number of dwelling units on this alternative site would have a significant unavoidable impact on transportation and regional air quality. This alternative meets the objectives of the project but does not reduce any identified project impacts.

#### **E. ALTERNATIVE SITE DESIGNATION**

Under this alternative, Site 1 (located on the northwest corner of Blossom Hill Road and Blossom Avenue) would be designated *Transit Corridor Residential (20+ DU/AC)*, which would allow up to 792 units on the 14.4 acre site compared to the proposed designation of *Medium High Density Residential (12-25 DU/AC)*, which would allow a maximum of 360 units. This alternative designation is evaluated because of the site's close proximity to a major transportation corridor.

**Conclusion:** Implementation of this alternative would substantially increase the number of dwelling units on Site 1 compared to the proposed project. This increase in dwelling units would result in a proportional increase in traffic and, as such, have a more significant transportation and air quality impact than the proposed project. This alternative meets the objectives of the proposed project but does not reduce any identified project impacts.

Please see Section IV., *Alternatives to the Proposed Project*, for a complete discussion on the aforementioned Alternatives.

## I. DESCRIPTION OF THE PROJECT

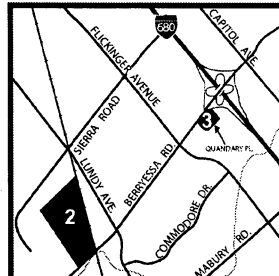
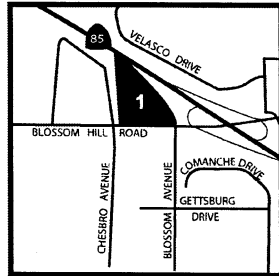
### A. OVERVIEW

This document includes a series of proposed Land Use/Transportation Diagram amendments to the *San José 2020 General Plan* in support of the Housing Opportunities Study Phase III (HOS III). These amendments are intended to accommodate new development that meets the City's housing and economic development goals by allowing higher residential densities or mixed use developments along transit corridors and near existing public transportation. The twelve amendments to the Land Use/Transportation Diagram are assumed, for the purposes of this EIR, to allow 3,204 dwelling units and approximately 74,788 square feet of commercial development. The proposed changes to the General Plan are intended to reinforce City policies regarding efficient use of land. City policies pertaining to increasing the housing supply and ensuring efficient use of resources are also addressed by the proposed changes.

### B. AMENDMENT SITES

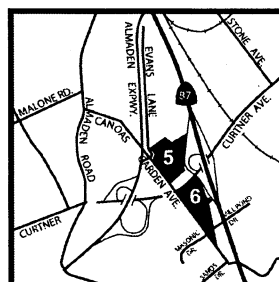
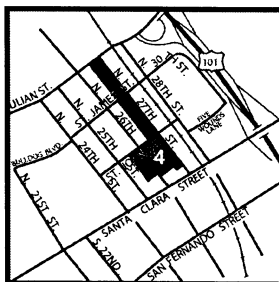
The proposed changes in land use designation are for 12 sites within the City of San José. Figure 1 is a regional map and Figure 2 is a location map of the area that shows where all of the 12 sites are located within the City. Specific locations for each site are listed below and individual site locations are shown.

**Site 1** (GP03-10-02) is a 14.4 acre property located on the northwest corner of Blossom Hill Road and Blossom Avenue.

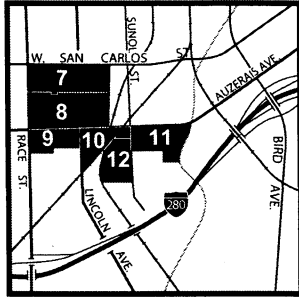


**Site 2** (GP03-04-08) is 13.5 acres on the north side of Berryessa Road, just west of the Union Pacific Railroad tracks and **Site 3** (GP03-04-07) is 3.4 acres on the south side of Berryessa Road, east of Flickinger Avenue.

**Site 4** (GP03-03-13) is 6.9 acres located on the southwest corner of Julian Street and North 27<sup>th</sup> Street and the south side of East St. John Street from the west side of North 27<sup>th</sup> Street to the west side of North 26<sup>th</sup> Street.



**Sites 5 and 6** (GP03-06-01, GP03-06-02) are 8.3 and 4.9 acres respectively, and each is located within an area that is bounded by Highway 87, Curtner Avenue, and Canoas Garden Avenue.



**Sites 7-12** are six separate but adjacent properties that are located between West San Carlos, I-280, Los Gatos Creek, and Race Street. Site 7 (GP03-06-04) is 6.1 acres located on both sides of Lincoln Avenue. Site 8 (GP03-06-04) is 14.8 acres on the northwest corner of Auzerais Avenue and Race Street. Site 9 (GP03-06-05) is 5.8 acres on the southeast corner of Race Street and Auzerais Avenue. Site 10 (GP03-06-06) is 5.9 acres on the southeast corner of Auzerais Avenue and Lincoln Avenue. Site 11 GP03-06-07) is 7.1 acres on the south side of Auzerais Avenue, between Sunol Street and Los Gatos Creek. Site 12 (GP03-06-08) is 5.1 acres on the northwest corner of Sunol Street and Savaker Street.

### C. DETAILED DESCRIPTION OF THE PROPOSED AMENDMENTS

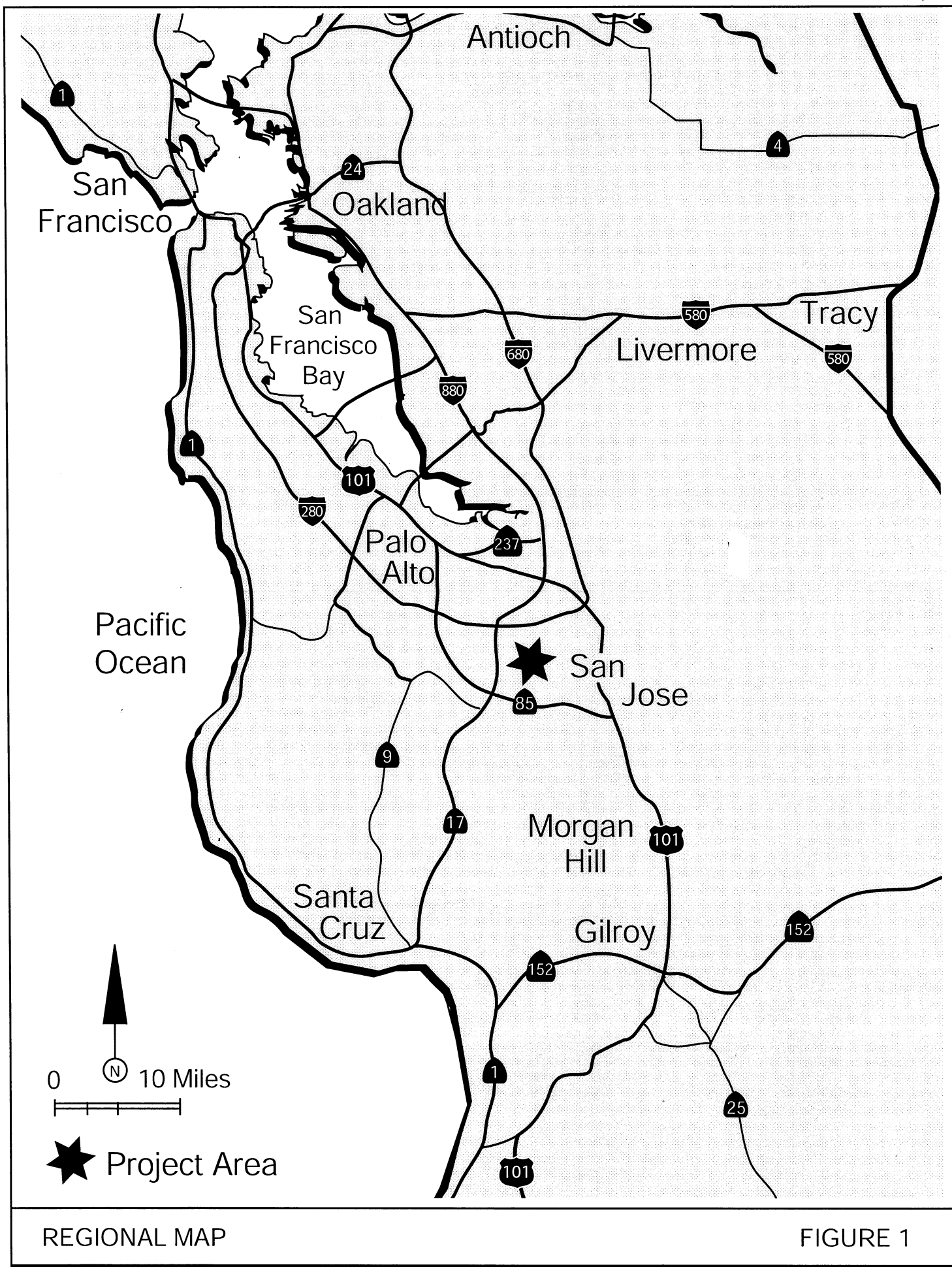
The proposed project is a series of amendments to the *San José 2020 General Plan Land Use/Transportation Diagram*. Amendments are proposed for 12 sites. The land use amendments are proposed in support of the Housing Opportunities Study Phase III (HOS III), which is an ongoing effort by the City of San José to identify locations within the City that can reasonably accommodate additional housing and mixed-use development. These changes are intended to reinforce City policies regarding efficient use of land along designated Transit-Oriented Development Corridors, and to reduce the incompatibility of existing and planned industrial land uses near existing and planned residential land uses, while preserving economic development opportunities in the City.

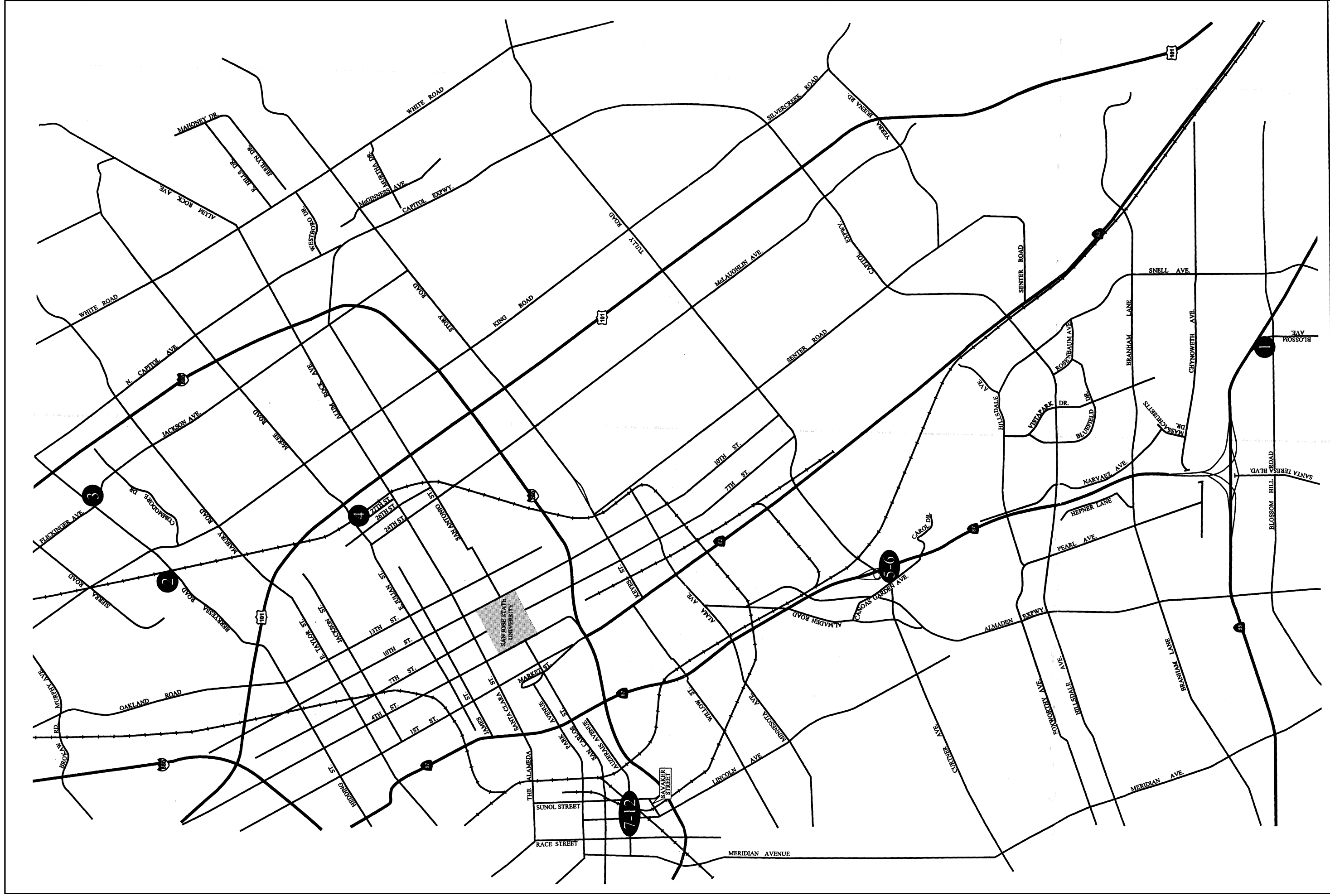
#### General Plan Land Use Amendments

The specific action that is proposed for each of the 12 sites will be a change in their General Plan land use designation. Every General Plan residential land use designation allows a range of residential densities; the *Transit Corridor Residential* (20+ dwelling units/acre) has a minimum density of 20 dwelling units per acre (DU/AC), no maximum density, and the designation also allows some commercial development. Because one EIR cannot evaluate every possible scenario and combination of circumstances that might occur, certain assumptions are made about the amount of development that will be constructed under each designation. These assumptions are similar for all General Plan level analyses done in San José, and are applied consistently across the City.<sup>1</sup> Based on these assumptions, it is estimated that the proposed General Plan amendments will result in an estimated net increase of 3,204 dwelling units and a net decrease of 2,330 jobs within the City. Because some of the proposed land use designations are intended to encourage mixed-use development, it is also estimated that approximately 74,788 square feet of new potential commercial uses and approximately 11 acres of public park/open space will also be developed on designated sites.

Two of the sites are developed industrial properties. The proposed land use designation on both of these sites (9 and 12) would be industrial park. This provides clear direction that future

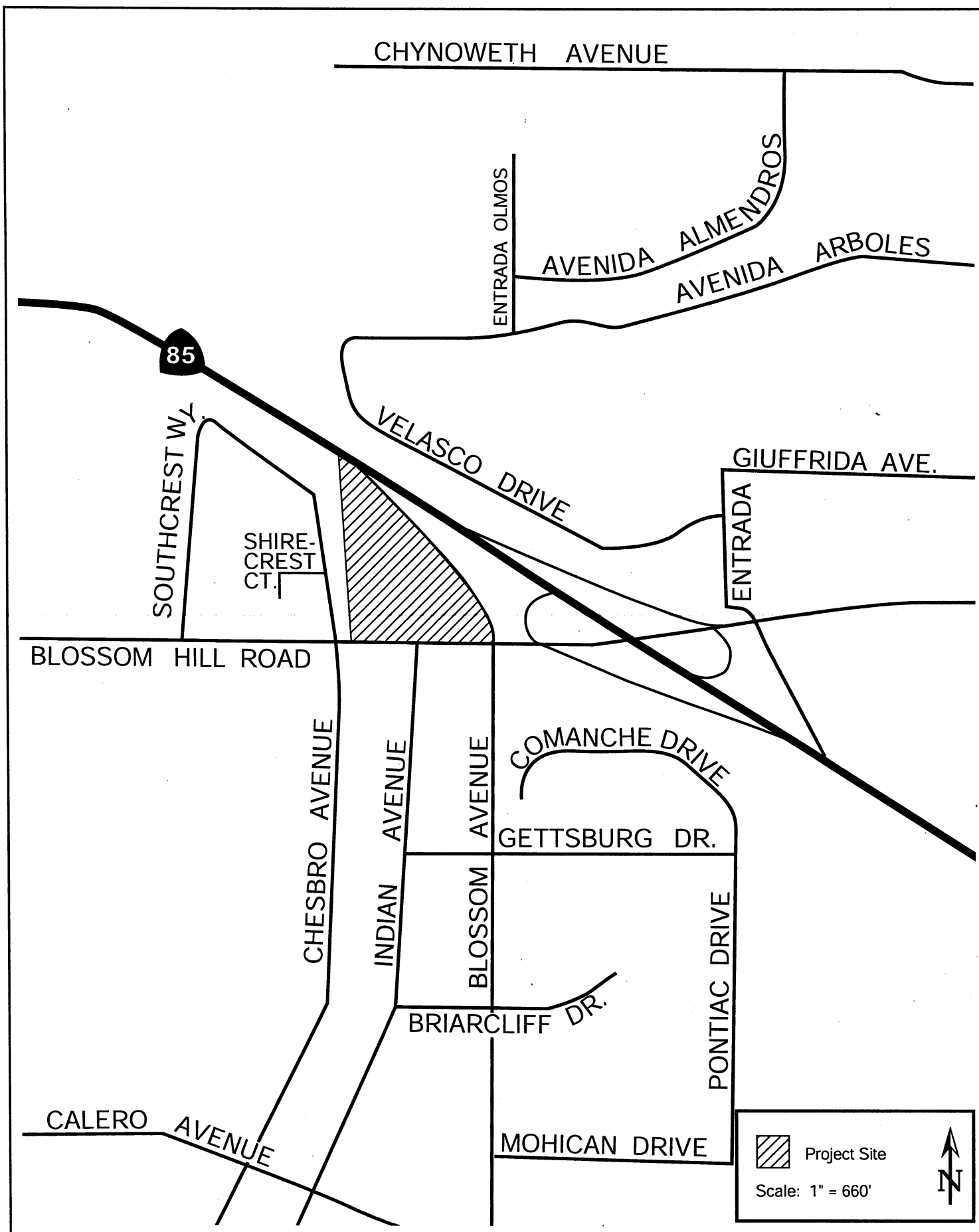
<sup>1</sup> Future specific development on these properties will only be approved after completion of subsequent CEQA review, which may tier off of this EIR. Future development proposals that are substantially different than the assumptions of this EIR will need to prepare a completely new CEQA document.





VICINITY MAP

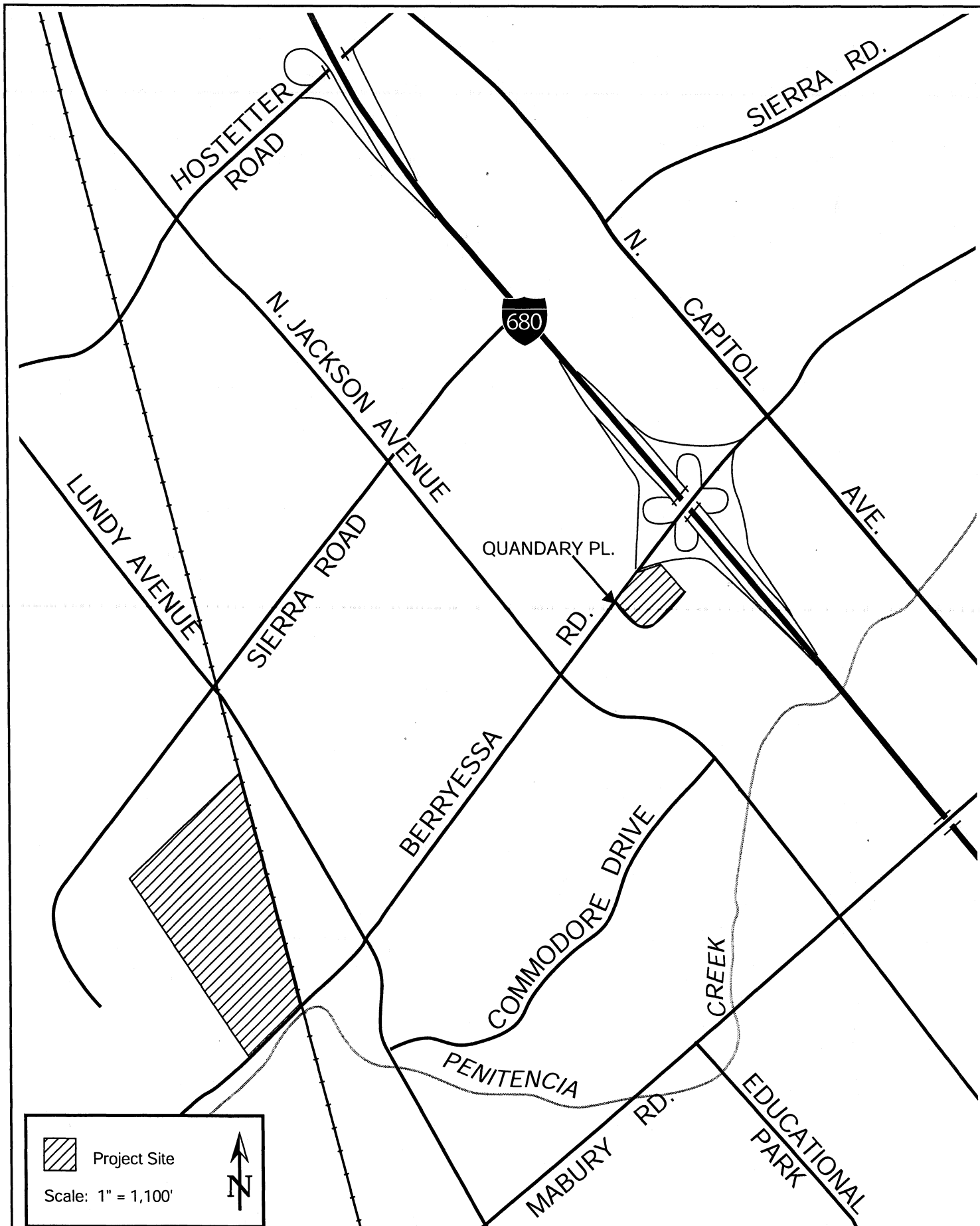
FIGURE 2



VICINITY MAP OF SITE 1

FIGURE 3

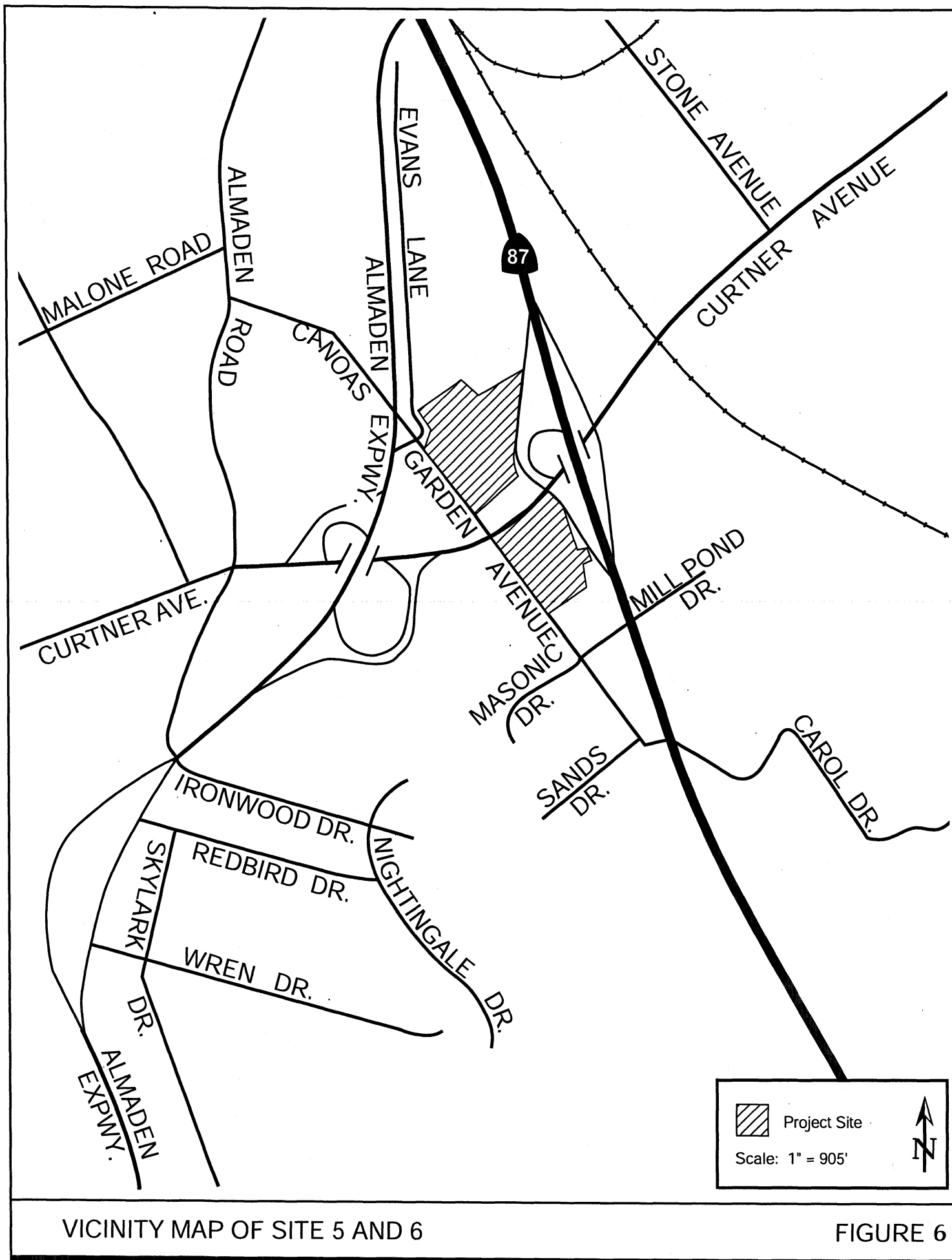


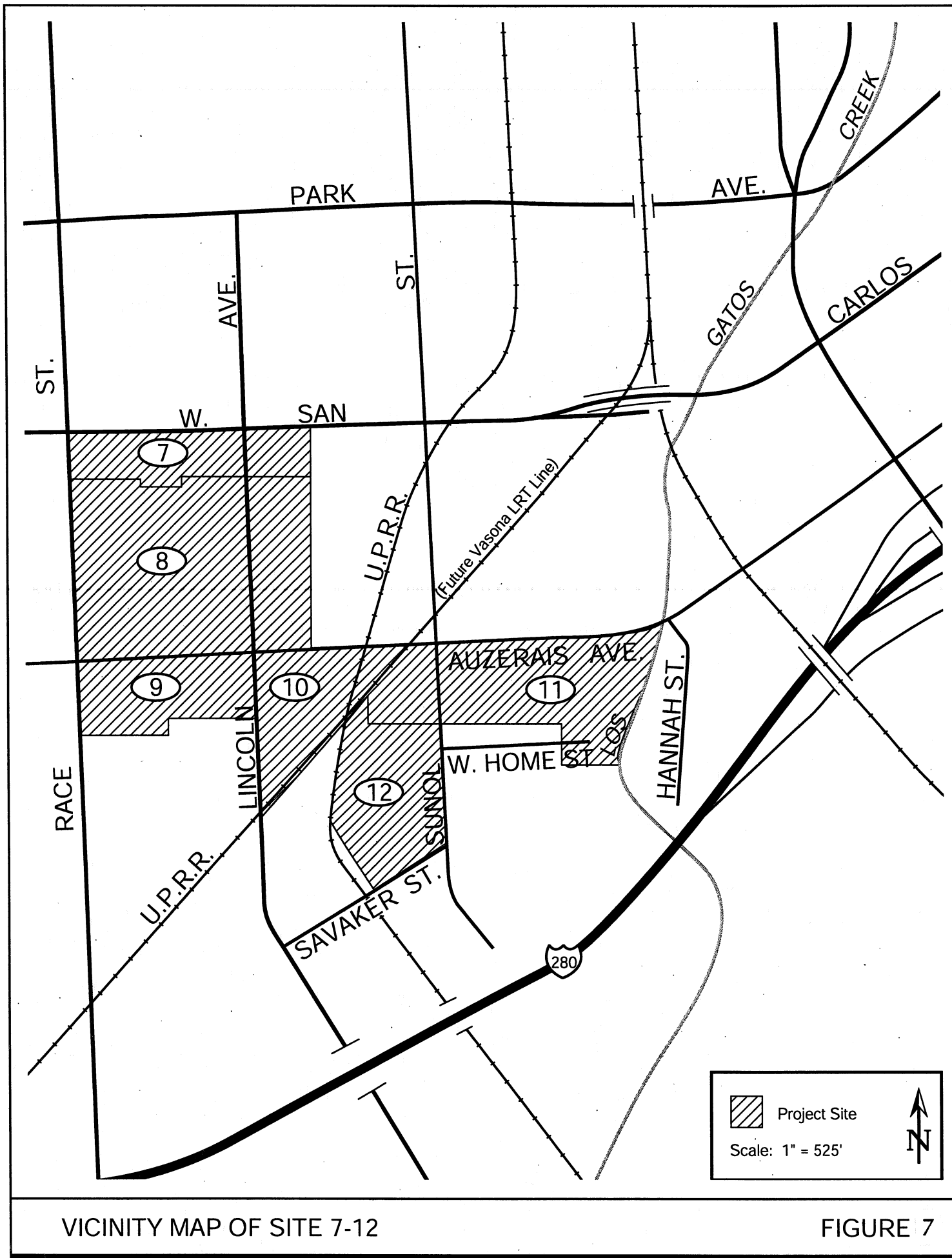


VICINITY MAP OF SITE 2 AND 3

FIGURE 4







users and/or redevelopment must be compatible with residential development on adjacent properties.

### ***General Plan Land Use Designations***

The HOS III proposes seven different land use designations on these various properties. A brief description of the proposed land use designations is provided below:

*Transit Corridor Residential (20+ DU/AC)* is intended for medium-high density and high density residential uses within, or very near, transit-oriented development corridors or BART Station Area Nodes<sup>2</sup>. Residential development should occur at densities of 20 units or more per acre and should generally exceed 45 dwelling units per acre within BART Station Area Nodes. This land use category is intended to expand the potential for residential and mixed-use development near major public transit facilities, housing initiative areas, or major bus routes. Under this designation, neighborhood serving commercial uses are encouraged within residential projects in areas with insufficient neighborhood commercial uses. Development under this designation should be allowed only under Planned Development coning and should be compatible with existing neighborhoods and not impair the viability nor the character of these neighborhoods.

*High Density Residential (25-50 DU/AC)* is typified by three to four story apartments or condominiums over parking. This density is planned primarily near the Downtown Core Area, near commercial centers with ready access to freeways and/or expressways, and in the vicinity of the rail stations within the Transit-Oriented Development Corridors Special Strategy Areas.

*High Density Residential (25-65 DU/AC) with a General Commercial Overlay* is a designation within the Midtown Planned Community intended to strengthen the West San Carlos Neighborhood Business District. The General Commercial Overlay is applied to West San Carlos Street between Meridian Avenue and Race Street and Between Sunol Street and the extension of Bush Street. On the frontages, commercial uses should be limited to neighborhood-serving retail uses (e.g., banks, grocery stores, drug stores, bakeries, etc.). These commercial uses could be developed as freestanding uses or could be integrated with residential development within the 65-foot height limit.

*Medium Density Residential (8-16 DU/AC)* is typified by patio homes, townhouses, and duplexes. Since the Land Use/Transportation Diagram designates density rather than housing types, it would also allow a mixture of single-family and apartment units, subject to overall density limits. It is generally located on the edges of single-family neighborhoods and other infill sites. In some cases, it has been planned as a transition between higher intensity uses and single-family neighborhoods. Sites with this land use designation that are located in Transit-Oriented Development Corridors or along arterials containing major bus routes should be developed at the high end of the density range to support these transit facilities.

*Medium High Density Residential (12-25 DU/AC)* is typified by two-story apartments and condominiums with surface parking, although structures of greater height with compensating amounts of open space would be possible. Medium High Density residential uses are planned primarily for locations on major streets and near major activity centers. Properties located within

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<sup>2</sup> Bart Station Area Nodes are defined as areas within a 3,000 foot radius from a planned BART station.

2,000 feet of a planned or existing transit station should be developed at a minimum density of 20 units per acre under this designation.

*Public Park/Open Space* is applied to City and County parks and other recreational areas. Active and passive recreational activities, as well as libraries, community centers, and other similar public facilities, are suitable within this designation. These lands are owned by public agencies, although facilities and activities developed and operated wholly or partially by concessionaires and other private entities are also appropriate under this designation.

*Industrial Park* is an industrial designation intended for a wide variety of industrial users such as research and development, manufacturing, assembly, testing, and offices. Industrial uses are consistent with this designation insofar as any functional or operational characteristics of a hazardous or nuisance nature can be mitigated through design controls.

*Transit Oriented Mixed Use* is a land use designation that has been developed to encourage a concentration of residents and employees within close proximity to the major transit facilities existing and planned within Midtown.

The City proposes to change the land use designations on these 12 individual sites. Each site is identified as being located adjacent to or near existing or planned public transit. The specific land use changes proposed for the 12 individual locations, and the amount of development that is assumed on each site for the purposes of this EIR, are described below.

**Site 1** is located on the northwest corner of Blossom Hill Road and Blossom Avenue. The land use designation would change from *Medium Density Residential (8-16 DU/AC)* to *Medium High Density Residential (12-25 DU/AC)*, which would allow a maximum of 360 units on the 14.4 acre site. For the purposes of this analysis, it is assumed that development on this site under the proposed land use designation would include approximately 259 dwelling units. This property is within approximately 95 feet of an LRT line and is approximately 95 feet from an LRT station.

**Site 2** is located on the north side of Berryessa Road, and the west side of the Union Pacific Railroad tracks. The land use designation would change from *Industrial Park* to *Transit Corridor Residential (20+ DU/AC)*, which would allow at least 270 units on the 13.5-acre site. For the purposes of this analysis, it is assumed that development on this site under the proposed land use designation would include approximately 743 dwelling units<sup>3</sup> and 33,078 square feet of commercial development. This property is adjacent to the proposed BART alignment, and is approximately 500 feet from a proposed BART station.

**Site 3** is located on the south side of Berryessa Road, approximately 750 feet east of Flickinger Avenue. The land use designation would change from *Medium Density Residential (8-16 DU/AC)* to *High Density Residential (25-50 DU/AC)*, which would allow 63 to 125 units on the 2.5-acre site. For the purposes of this analysis, it is assumed that development on this site under the proposed land use designation would include approximately 75 dwelling units.

**Site 4** is located on property that reaches from the southeast corner of Julian Street and North 27<sup>th</sup> Street to the south side of East St. John Street and both sides of North 26<sup>th</sup> Street. The land use designation would change from *Light Industrial* to *Medium Density Residential (8-16 DU/AC)* on

<sup>3</sup> Assuming 55 dwelling units per acre.

3.4 acres and *Medium High Density Residential (12-25 DU/AC)* on 3.5 acres, which would allow 69 to 138 units on the 6.9-acre site. For the purposes of this analysis, it is assumed that development on this site under the proposed land use designation would include approximately 99 dwelling units. The southerly end of this property is within several hundred feet of the planned LRT extension on Santa Clara Street. The site would also be approximately one block from the planned Alum Rock BART station.

**Site 5** is located within an area that is bounded by Highway 87, Curtner Avenue, and Canoas Garden Avenue. The land use designation would change from *Light Industrial* to *High Density Residential (20-50 DU/AC)*, which would allow 166 to 415 units on the 8.3-acre site. For the purposes of this analysis, it is assumed that development on this site under the proposed land use designation would include approximately 307 dwelling units. The site is within approximately 480 feet of an existing LRT line and is approximately 690 feet from a transit station.

**Site 6** is located on the southeast corner of Curtner Avenue and Canoas Garden Avenue. The land use designations on this site would change from *Public/Quasi-Public (2.8 acres)* and *Office (2.1 acres)* to *Transit Corridor Residential (20+ DU/AC)* on 4.9 acres, which would allow a minimum of 98 units on the site. For the purposes of this analysis, it is assumed that development on this site under the proposed land use designation would include approximately 270 dwelling units and 12,000 square feet of commercial development. The site is approximately 200 feet from the existing LRT line and transit station.

**Site 7** is located at the southwest corner of West San Carlos Street and Race Street, on both sides of Lincoln Avenue. The land use designation would change from *Combined Industrial/Commercial* to *High Density Residential (25-65 DU/AC) with General Commercial Overlay* (Midtown Planned Residential Community), which would allow 153 to 396 units on the 6.1-acre site. For the purposes of this analysis, it is assumed that development on this site under the proposed land use designation would include approximately 336 dwelling units and 14,900 square feet of commercial development.

**Site 8** is located at the northeast corner of Auzerais Avenue and Race Street, on both sides of Lincoln Avenue. The land use designation would change from *Combined Industrial/Commercial* to *High Density Residential (25-65 DU/AC)* (Midtown Planned Community), which would allow approximately 370 to 962 units on the 14.8-acre site. For the purposes of this analysis, it is assumed that development on this site under the proposed land use designation would include approximately 814 dwelling units.

**Site 9** is located at the southeast corner of Auzerais Avenue and Race Street on the east side of Lincoln Avenue. The land use designation would change from *Combined Industrial/Commercial* to *Industrial Park* (Midtown Specific Plan). For the purposes of this analysis, it is assumed that development on this site under the proposed land use designation would include approximately the same square footage of industrial development as is currently on the 5.8-acre site.

**Site 10** is located on the south side of Auzerais Avenue between Lincoln Avenue and Sunol Street. The land use designation would change from *Combined Industrial/Commercial* to *Transit Oriented Mixed Use*. For the purposes of this analysis, it is assumed that development on this site under the proposed land use designation would include approximately 443 dwelling units and 14,500 square feet of commercial development on the 5.9-acre site.

**Site 11** is located on the south side of Auzerais Avenue between Sunol Street and Los Gatos Creek. The land use designation would change from *Combined Industrial/Commercial* to *Public Park/Open Space* on the 7.1-acre site.

**Site 12** is located on the northwest corner of Savaker Street and Sunol Street. The land use designation would change from *Heavy Industrial* to *Industrial Park*. For the purposes of this analysis, it is assumed that development on this site under the proposed land use designation would include approximately the same square footage of industrial development as is currently on the 5.1-acre site.

These land use amendments would allow more intensive housing development in appropriate areas of the City, encourage the use of public transportation by developing additional housing opportunities along transit corridors and adjacent to existing public transit, and reduce the likelihood of incompatible industrial uses being located next to future residential development in the Midtown area.

#### **D. PROJECT OBJECTIVES**

This EIR is written to support proposed amendments to the *San José 2020 General Plan Land Use/Transportation Diagram*. The City's Growth Management Major Strategy seeks to maximize housing opportunities on infill parcels already served by City and other urban services, and to consider the addition of new residential lands only when the City is confident that urban services can be provided.

The City has identified, through the HOS III, opportunities for higher density or mixed-use development in close proximity to transit. The Housing Major Strategy encourages a variety of new housing within the City's existing Urban Service Area for all segments of the population. The HOS III is designed to promote housing opportunities, but will not itself build any housing.

The sites identified in the Midtown Planned Community were selected due to the changing character of the area. With the closure of the Del Monte plant, which was unanticipated at the time the Midtown Specific Plan was created, the area presents an opportunity for residential or mixed-use development to support the Vasona and West San Carlos/Stevens Creek transit-oriented development corridors and the West San Carlos Neighborhood Business District (NBD).

#### **E. USES OF THE EIR**

This is a Program EIR that addresses land use, scale and the type of development that will be allowed on particular properties. This EIR will be used by the City of San José in considering changes to the General Plan Land Use/Transportation Diagram and the text of the *San José 2020 General Plan*.

As a Program EIR, the City of San José will use this document to tier subsequent environmental review for specific development proposals on the thirteen individual properties addressed in this EIR. It is believed there are no discretionary actions by agencies other than the City of San José that will require use of this EIR.



## **F. CONSISTENCY WITH ADOPTED PLANS AND POLICIES**

In conformance with Section 15125(b) of the CEQA Guidelines, the following section discusses the consistency of the proposed amendment with relevant adopted plans and policies.

### **1. Regional Plans and Policies**

#### **Bay Area 2000 Clean Air Plan**

The 1982 Bay Area Air Quality Plan and 2000 Clean Air Plan ('00 CAP) establish regional policies and guidelines to meet the requirements of the state Clean Air Act, as amended through 1990. The Bay Area is a non-attainment area for ozone and PM<sub>10</sub>, since federal standards are exceeded for these pollutants.

The Bay Area 2000 Clean Air Plan outlines measures and improvements to help the Bay Area comply with the State's ozone standard, and is the current regional strategy for improving air quality. The Plan proposes the adoption of transportation, mobile source and stationary source controls on a variety of pollutant sources to offset population growth and provide improvement in air quality. The consistency of the proposed amendment with this regional plan is primarily a question of the consistency with population/employment assumptions utilized in developing the Plan. The '00 CAP was based on the City's General Plan in effect at the time the CAP was approved and the Association of Bay Area Governments (ABAG) *Projections '98*.

**Consistency:** The proposed amendment will increase the amount of traffic on local streets and freeways near the individual sites. Construction activities associated with the proposed development and related infrastructure will generate temporary air pollution impacts. The provision of a significant number of housing units and retail commercial in such close proximity to the job centers of north Santa Clara County and/or to existing and planned transit facilities is compatible with the overall goals and policy direction of the '00 CAP. The General Plan includes measures to encourage transit use, bicycle use, and other transportation control measures reflected in the '00 CAP. The additional dwelling units reflected in these proposed General Plan amendments are not consistent with the current assumptions reflected in the '00 CAP, which will need to be revised for the proposed amendments to be consistent.

#### **San Francisco Bay Regional Water Quality Control Plan**

The Regional Water Quality Control Board (RWQCB) has developed and adopted a Water Quality Control Plan (Basin Plan) for the San Francisco Bay region. The Plan is a master policy document that contains descriptions of the legal, technical, and programmatic bases of water quality regulation in the San Francisco Bay region. The Regional Board first adopted a water quality control plan in 1975 and the last major revision was adopted in 1995.

The Plan provides a program of actions designed to preserve and enhance water quality and to protect beneficial uses. It meets the requirements of the U.S. Environmental Protection Agency (EPA) and establishes conditions related to discharges that must be met at all times.

The implementation portion of the Basin Plan includes descriptions of specific actions to be taken by local public entities and industries to comply with the policies and objectives of the Plan. These include measures for urban runoff management and wetland protection.

**Consistency:** Future development under the proposed General Plan amendments would likely decrease stormwater runoff over existing conditions on all but one of the amendment sites. All the amendment sites, except Site 3, are almost completely covered with impermeable surfaces. Since most of the sites are proposed for residential uses, which will be required to provide some landscaping on-site, the amount of impermeable hardscape on these sites will be reduced. The sites that remain industrial will not change, and Site 3 will experience an incremental increase in runoff. New development on the 12 properties will conform to the requirements of the City of San José regarding erosion and sedimentation control during construction, including preparation and conformance with a Stormwater Pollution Prevention Plan (see discussion below), which identifies specific measures for reducing construction and post construction impacts. This amendment would be consistent with the San Francisco Bay Region Water Quality Control Plan.

### **Santa Clara Valley Urban Runoff Pollution Prevention Program**

The Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) was developed in accordance with the requirements of the 1986 San Francisco Bay Basin Water Quality Control Plan, for the purpose of reducing water pollution associated with urban stormwater runoff. This program was also designed to fulfill the requirements of Section 304(1) of the Federal Clean Water Act, which mandated that the Environmental Protection Agency develop National Pollutant Discharge Elimination System Permit application requirements for stormwater runoff. The Program's Municipal NPDES stormwater permit includes provisions requiring regulation of stormwater discharges associated with new development and construction and development of an area-wide watershed management strategy. The permit also identifies recommended actions for the preservation, restoration, and enhancement of the San Francisco Bay Delta Estuary.

The State Water Resources Control Board implemented an NPDES general construction permit for the Santa Clara Valley. Under the permit, for properties of one acre or greater, a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) must be prepared prior to commencement of construction. Subsequent to implementation of the general construction permit, the San Francisco Bay RWQCB issued a Municipal Stormwater NPDES Permit to the municipalities in Santa Clara Valley, the County of Santa Clara, and the Santa Clara Valley Water District (SCVWD) as co-permittees. The Urban Runoff Prevention Program assists the co-permittees in implementing the provisions of this permit.

Provision C.3. requires all new and redevelopment projects that result in the addition or replacement of impervious surfaces totaling 43,560 square feet (one acre) or more, to be designed with erosion control and stormwater Best Management Practices (BMPs) during project construction and post construction that reduce stormwater pollution to the maximum extent practicable through source control measures and stormwater treatment measures. In April 2005, the size threshold may be reduced.

**Consistency:** Construction of future development on the proposed amendment sites will be required by the City to implement erosion control and stormwater management practices during amendment construction and to be in accordance with the SCVURPPP and NPDES permit requirements. The proposed amendment would not result in an impact upon the conservation and restoration of streams and riparian zones or areas of special or unique ecological significance. For these reasons, the proposed amendment would be consistent with the SCVURPPP.

## **Santa Clara County Congestion Management Program**

The Santa Clara Valley Transportation Authority (SCVTA) oversees the Santa Clara County *Congestion Management Program* (CMP), last updated in April 2003. The relevant State legislation requires that all urbanized counties in California prepare a CMP in order to obtain each county's share of increased gas tax revenues. The CMP legislation requires that each CMP contain five mandatory elements: 1) a system definition and traffic level of service (LOS) standard element; 2) a transit service and standards element; 3) a transportation demand management and trip reduction element; 4) a land use impact analysis element; and 5) a capital improvement element. Santa Clara County's CMP includes the five mandated elements and three additional elements, including: a county-wide transportation model and database element, an annual monitoring and conformance element, and a deficiency plan element.

**Consistency:** The proposed General Plan amendments will increase residential densities along existing and planned public transportation lines. This is specifically compatible with the CMP.

### **2. Local Plans and Policies**

#### **City of San José 2020 General Plan**

The San José General Plan is a comprehensive, long-term plan that represents the City's official development policy. The following is a summary of major strategies and policies that apply to the proposed amendment.

##### ***Special Strategy Areas***

###### ***Transit-Oriented Development Corridors and BART Station Area Nodes***

Transit-Oriented Development Corridors are centered along existing or planned light rail transit (LRT) lines and/or major bus routes. These corridors are intended to include sites within approximately 500 feet for the right-of-way of the transit corridor's central transportation facility or within approximately 2,000 feet of an existing or planned LRT station. The Transit-Oriented Development Corridors are designated areas that are generally suitable for higher residential uses, and for mixed uses. Transit-Oriented Development Corridors are an important means for the City to achieve key General Plan objectives including vigorous economic growth, more affordable housing opportunities, increased transportation capacity, and efficient delivery of urban services.

BART Station Area Nodes are areas defined by a circle with a radius of 3,000 feet from a planned BART station.

Development policies for sites within the corridors include discouraging low intensity and auto-related uses, encouraging residential development at the higher end of allowed density ranges in excess of 20 dwelling units per acre, and design policies that facilitate transit use. The General Plan also includes the following policy:

Within Transit-Oriented Development Corridors, it will be critical to analyze the cumulative traffic impacts of the intensifying land uses at the time specific development

amendments are proposed. Coordination of the funding and construction improvements to the Corridor's transportation facilities amongst pending development proposals will be necessary to support the intensification process.

The following proposed amendment sites are located within the specific Transit-Oriented Development Corridors (TODC) indicated:

Site 1 is located on Blossom Hill Road, within 500 feet of the Blossom Hill Light Rail Station.

Site 4 is located approximately 180 feet from Santa Clara Street (as measured from the southern most point of the site), within the Santa Clara Street/Alum Rock Avenue TODC. All areas of the amendment site that are located south of East St. John Street are within 500 feet of Santa Clara Street. This corridor is planned for light rail and will link a portion of eastern San José to Downtown and central San José.

Sites 5 and 6 are located near Curtner Avenue, approximately 960 feet and 120 feet from the Curtner Light Rail Station respectively.

Site 7 is located on West San Carlos Street along the Stevens Creek Boulevard/West San Carlos Street TODC. This corridor is planned for light rail and will link western San José to Downtown and central San José. In addition, Sites 8-12 are located within 2,000 feet of West San Carlos Street.

#### *Planned Residential Community/Planned Community*

The Planned Residential Community designation is intended for areas primarily residential in character and can include ancillary non-residential uses. The Planned Community designation is applied in areas exhibiting a mixture of primary land uses.

The following proposed amendment site is located within the specific Planned Residential Community indicated:

Sites 7, 8, 9, 10, and most of site 11 are located within the Midtown Planned Community. The Midtown Planned Community is intended to transition 210 acres of industrial areas to a mixed-use community by providing high density residential and open space, and preserving viable industrial and commercial-service uses, within the Midtown area.

Site 2 is directly adjacent to but outside of the Berryessa Planned Residential Community.

**Consistency:** The proposed land uses for the HOS III sites are consistent with the General Plan goals and policies of these Special Strategy Areas.

#### ***General Plan Major Strategies***

##### *Economic Development Major Strategy*

The City has established the Economic Development Major Strategy to strive to make San José a more "balanced community" by encouraging more commercial and industrial growth to balance existing residential development, by creating an equitable distribution of job centers and

residential areas, and by controlling the timing of development. The purpose of this economic development strategy is to improve San José's jobs/housing balance and maximize its ability to provide adequate urban service to its residents.

**Consistency:** The two properties proposed to remain industrial land uses that are evaluated in this EIR are infill sites with existing infrastructure in place. By keeping these two sites industrial, jobs will be kept within San José, which will help to improve the jobs/housing balance, and these sites will generate higher tax revenues than they would as residential land uses. The proposed land use designation changes would be consistent with the Economic Development Major Strategy.

### *Growth Management Major Strategy*

The City has established the Growth Management Major Strategy to find the balance between the need to house new residents and the need to balance the City's budget, while providing acceptable levels of service. The need to accommodate housing development is created by the City's economic development strategy and the normal increase of population in the City. In order to balance service demands and revenue sources, the location of housing is critical to minimizing service costs.

The location of growth in the City is established by the Greenline/Urban Growth Boundary (G/UGB), which defines the City's ultimate urban limit. The G/UGB, together with other General Plan policies, encourages compact, efficient infill development and discourages more costly development on the edge of the City. Infill development of housing and commercial uses on vacant or underutilized sites benefits the City if the need for new facilities and services are minimal. Level of service policies for transportation, sanitary sewers, and sewage treatment facilities, and City ordinances and policies requiring that new development pay for necessary infrastructure improvements will ensure that new development does not substantially impact existing neighborhoods.

**Consistency:** All of the 12 properties evaluated in this EIR are infill sites with existing infrastructure in place. Future development proposals would be evaluated for conformance with the Transportation LOS Policy and required to provide mitigation if necessary and feasible. The proposed land use designation changes would be consistent with the Growth Management Major Strategy.

### *Housing Major Strategy*

The goals of the City of San José Housing Major Strategy include improving San José's existing housing resources, meeting the housing needs of all segments of the community, and providing a variety of housing types within the community for all economic levels. The General Plan states that sound growth should be encouraged in the City by locating housing near job centers, optimizing the service capacity of existing infrastructure, and by encouraging public transit use and reuse of land more efficiently. The General Plan Housing Major Strategy seeks to maximize housing opportunities on infill parcels by planning for residential land uses at appropriate locations and densities. The Transit-Oriented Development Corridors and Housing Initiative Special Strategy Areas are places appropriate for fostering pedestrian-oriented, high density residential or mixed use/commercial development to support transit use.

**Consistency:** The proposed General Plan land use amendments would allow future development of high density residential development along major transit corridors and near job centers, and would optimize the use of nearby infrastructure. The proposed sites and densities would allow residential development for all income levels along transit corridors and in close proximity to employment opportunities. The proposed General Plan amendments are consistent with the City of San José's General Plan Housing goals and policies.

### *Urban Conservation/Preservation Major Strategy*

In the Urban Conservation/Preservation Major Strategy the City recognizes that residents have a need to belong to a neighborhood or an area with community identity that promotes civic pride and concern for the community. The City has established boundaries, service areas, and level of service policies that support the conservation of older and newly developed neighborhoods. The General Plan acknowledges that neighborhood conservation takes substantial resources, and infill development is tempered by the consideration of protecting nearby areas from adverse impacts. General Plan goals and policies were written so that levels of services in existing neighborhoods will be improved or, at a minimum, maintained by avoiding development at the fringe of the City which could divert these services. Preservation of specific structures or special areas is part of the urban conservation strategy. The objective of preservation is to create a sense of community through visual evidence of San José's historical roots. Preserving the historic architecture and neighborhood communities adds inestimable character and interest to the City's image.

**Consistency:** The 12 amendment sites evaluated in this EIR are located within existing older neighborhoods and/or are at infill locations. New development will be designed to be consistent with the character of the neighborhood, to the extent that such development conforms to the City's adopted Residential Design Guidelines. Development on all of the sites will need to be consistent with the adopted Level of Service policies in the General Plan. The proposed General Plan amendments are therefore consistent with the City of San José's General Plan Urban Conservation/Preservation Major Strategy

### *Services and Facilities*

Concern for the effect of growth and development on the levels of municipal services is a fundamental element of the City's land use planning philosophy. The goal of the Public Services and Facilities policy in the General Plan is to provide and encourage, within economic capabilities, needed services and facilities that contribute to the City's safety, convenience, and education. Where and when growth is accommodated is critical to the City's ability to provide services efficiently and cost effectively. Infill location of new housing is particularly encouraged. The level of service policies apply to all proposals for new development that may contribute to the cumulative demand for service and facility capacity.

The redevelopment of the 10 proposed residential sites with high density residential and mixed uses, in conformance with existing General Plan policies, will create substantial increases in demand for parks and recreation, library and school services greater than under the existing General Plan designations because residential development will generate much more demand for those facilities than commercial, industrial or lower density residential development would. Redevelopment under the proposed residential designations would not have substantially greater impacts on storm drainage, sanitary sewer, or water and power than the existing land use designations because the sites are currently designated for and developed with industrial, retail,

commercial, and/or residential uses and the proposed residential uses would not substantially exceed the current utility capacity. Future development would also pay appropriate impact, construction, and development fees, which contribute to expansion and maintenance of appropriate facilities.

**Consistency:** Development of these 10 infill sites under the proposed land use designations and in conformance with General Plan policies would be consistent with the Public Facilities and Services goals and policies of the General Plan.

### ***Transportation Goals and Policies***

The General Plan's transportation goal is to provide a safe and convenient integrated transportation system that moves people and goods from place to place efficiently and in a cost effective manner. The General Plan recognizes that regional land use patterns have a strong influence on traffic as jobs located in the northern area of the County are separated from most of the residential development to the northeast and south.

There are nine sites within Transit Oriented Development Corridors along planned light rail transit lines. The other three sites are all within easy access to various modes of public transportation. These sites are at locations that will encourage the use of public transit, pedestrian travel, and bicycle travel.

**Consistency:** The proposed General Plan amendments are generally consistent with the City of San José's General Plan transportation goals and policies.

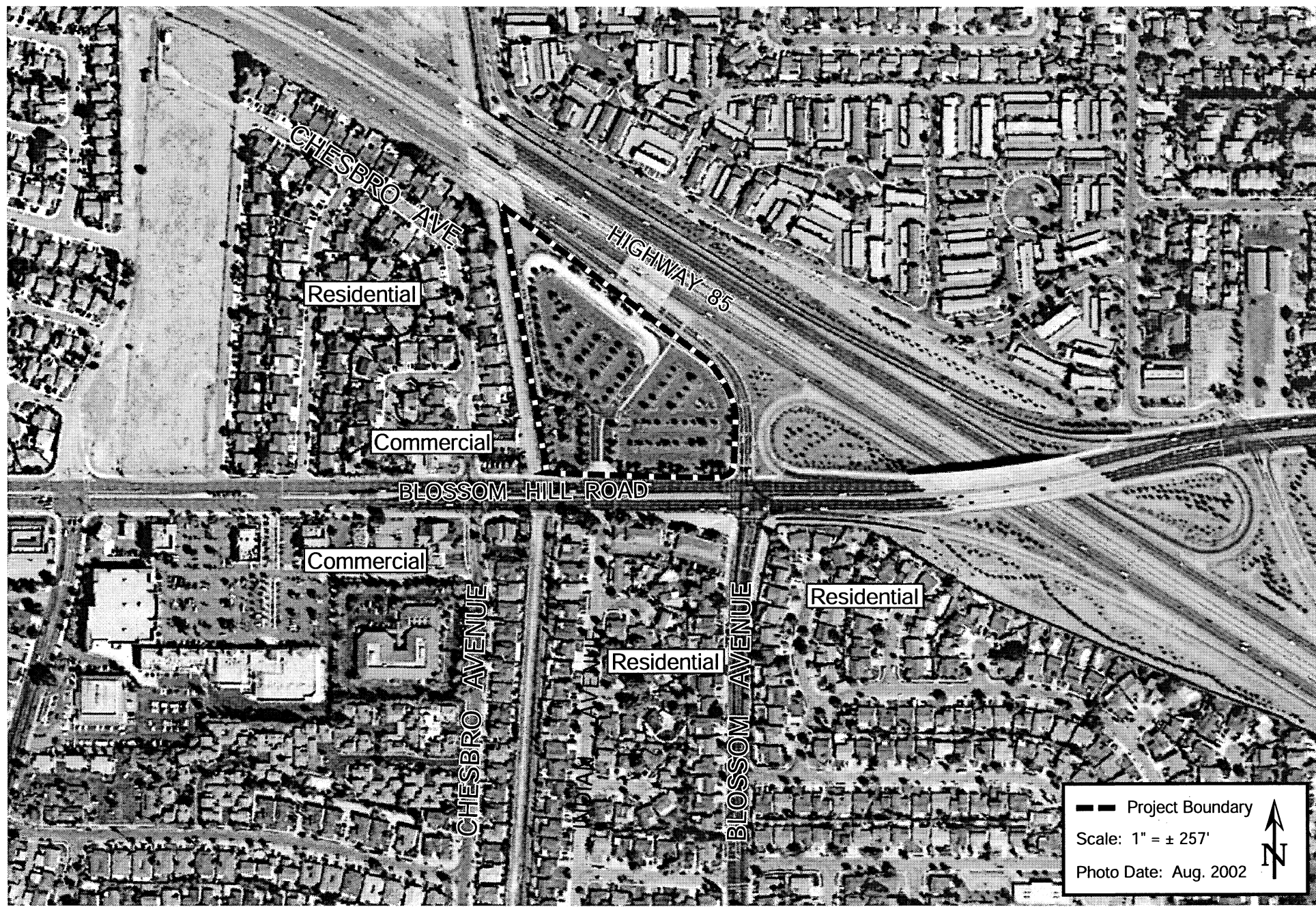
### ***Land Use/Transportation Diagram***

The land use goals and policies of in the General Plan are structured to promote efficient and compatible use of land thought protection of desirable uses, orderly development, and consideration of the community's future needs. Elements of these goals and policies promote higher density residential development at infill locations that are convenient to transit. They also encourage the private redevelopment of underutilized commercial and industrial properties, and promote a balanced distribution of jobs and housing to reduce traffic congestion and air pollution.

The proposed General Plan amendments would designate two sites (Sites 2 and 6) for *Transit Corridor Residential* development. Four sites (Sites 3, 5, 7, and 8) would be designated for High Density Residential. Sites 1 and 4 would be designated Medium High Density Residential and Site 10 would be designated Transit Oriented Mixed Use. Site 11 would be designated as Public Park/Open Space and mixed-use. Only two sites (Sites 9 and 12) would be designated Industrial Park.

**Consistency:** The proposed redesignation of 12 underutilized sites, nine within Transit-Oriented Development Corridors and three within a Planned Community, to various high density residential developments is generally consistent with the General Plan major strategies and with relevant General Plan goals and policies.

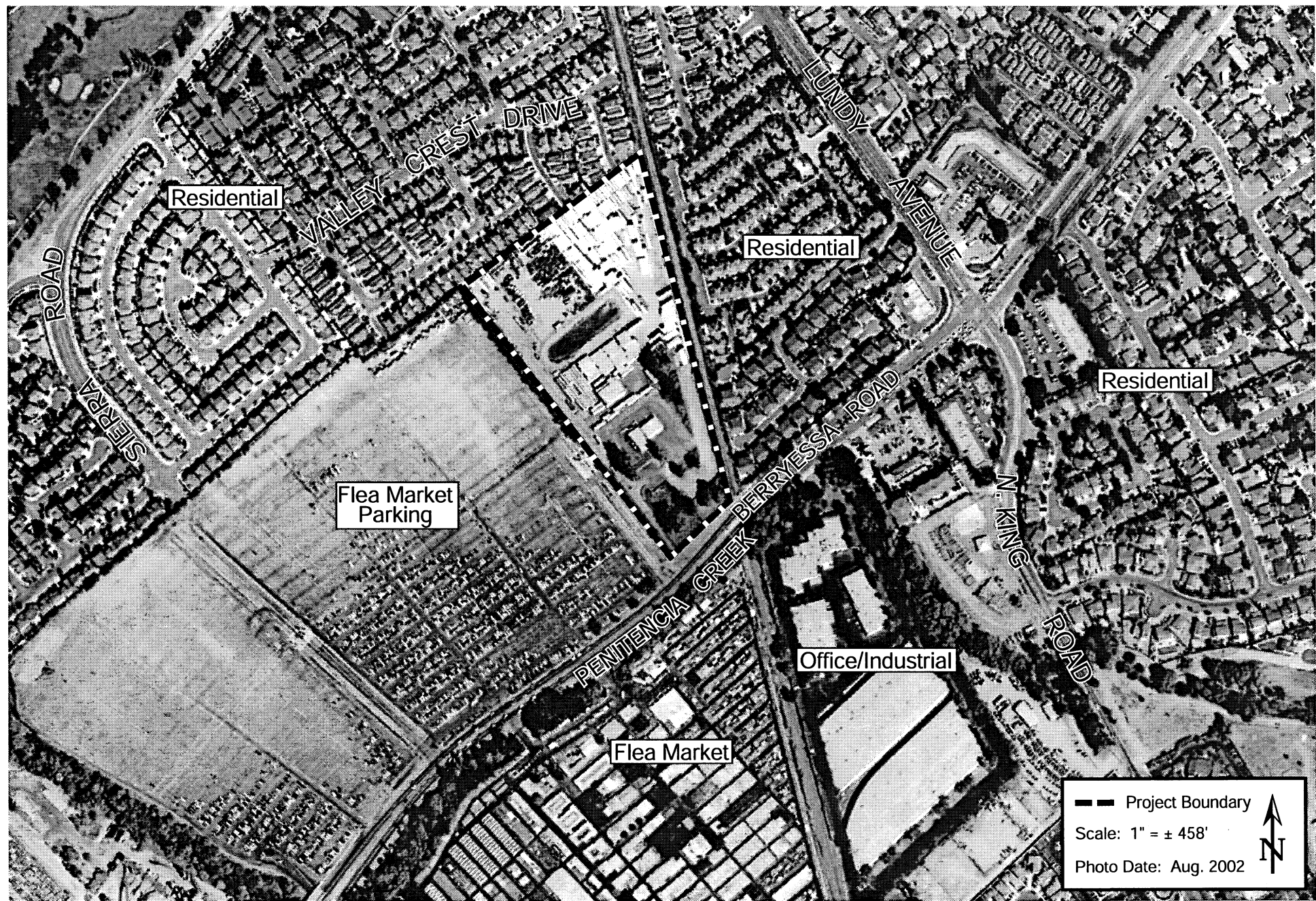




AERIAL PHOTOGRAPH- SITE 1

FIGURE 8





AERIAL PHOTOGRAPH- SITE 2

FIGURE 9





AERIAL PHOTOGRAPH- SITE 3

FIGURE 10





AERIAL PHOTOGRAPH- SITE 4

FIGURE 11

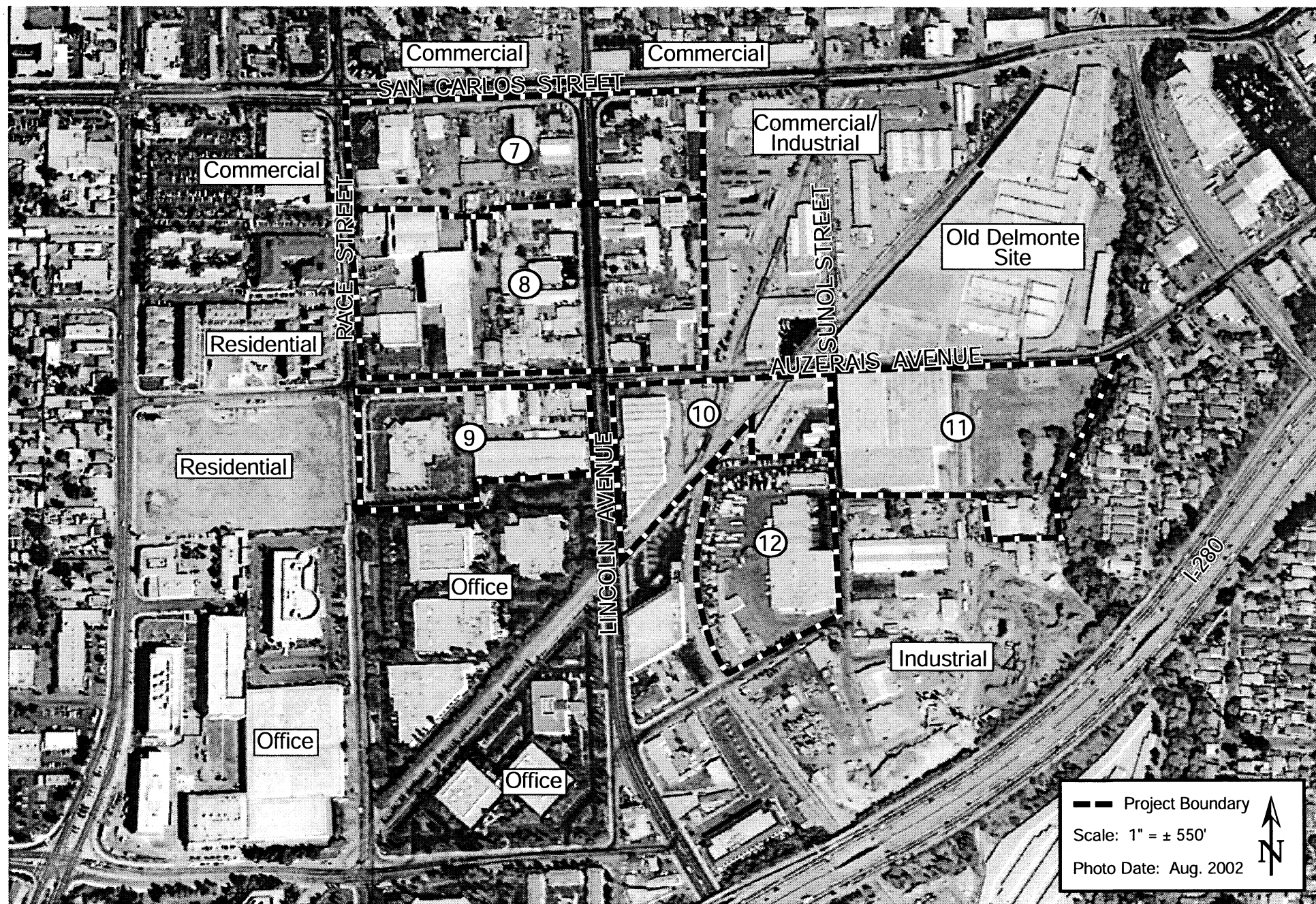




NOISE MEASUREMENT LOCATIONS- SITE 5 AND 6

FIGURE 12

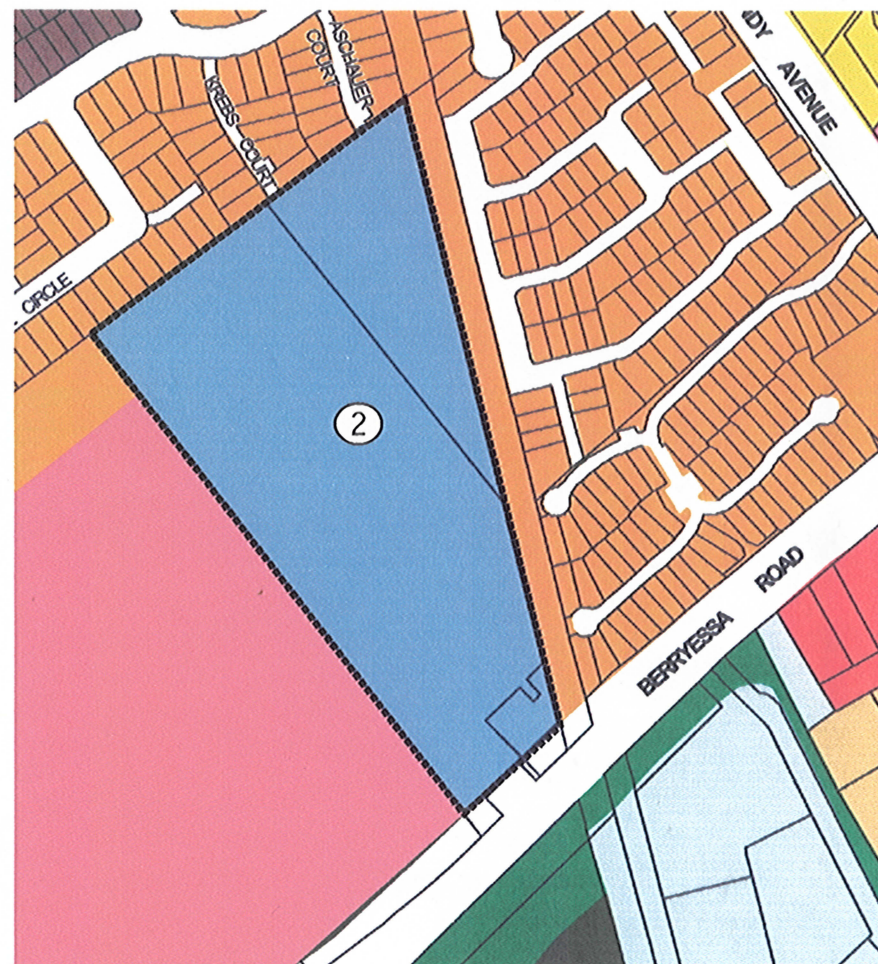




AERIAL PHOTOGRAPH- SITE 7-12

FIGURE 13





Medium Low  
Density Residential  
 Medium  
Density Residential  
 Medium High  
Density Residential  
 High  
Density Residential

Transit Corridor  
Residential  
 Neighborhood/  
Community Commercial  
 Regional  
Commercial  
 General Commercial

Combined  
Industrial/Commercial  
 Office  
 Industrial Park  
 Light Industrial

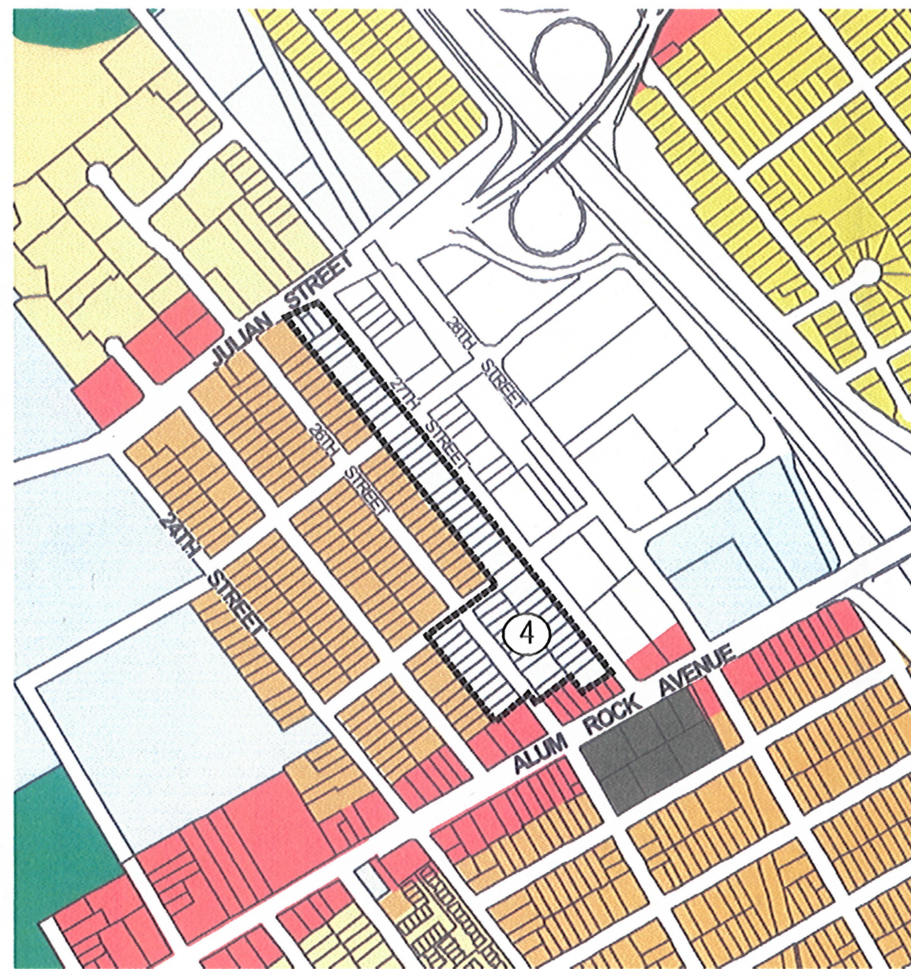
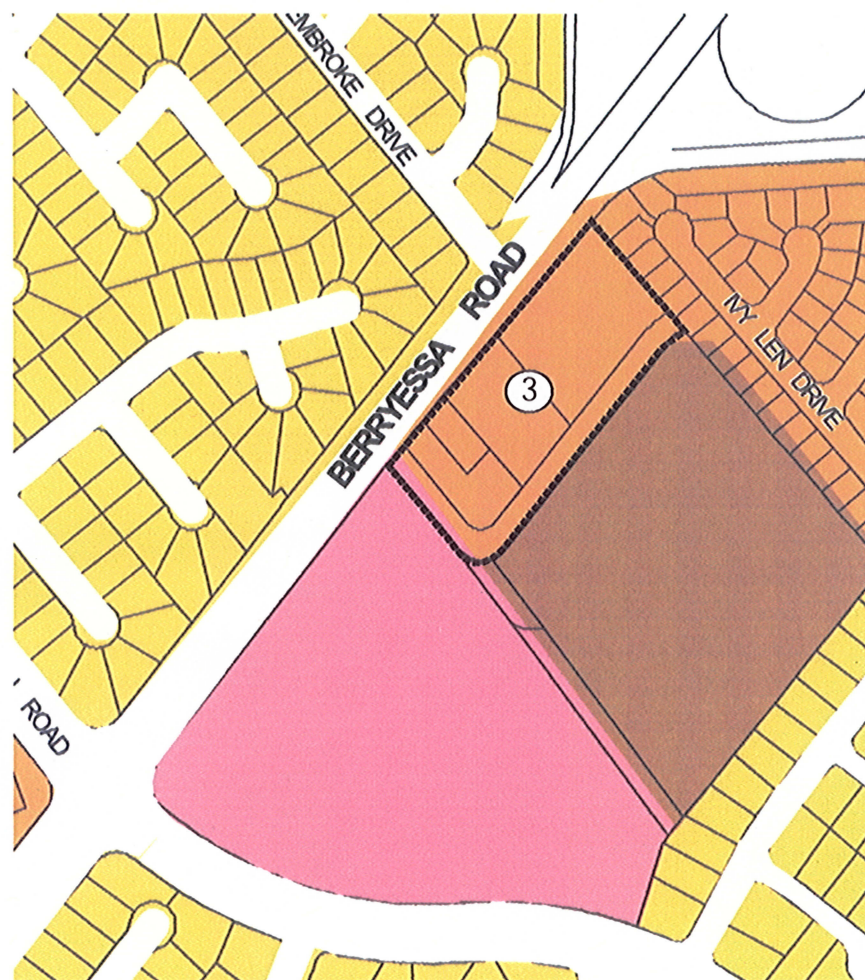
Heavy Industrial  
 Public/Quasi-Public  
 Public Park/  
Open Space  
 Parks/  
Playing Fields

..... Site Boundary

GENERAL PLAN DESIGNATIONS - SITE 1 AND 2

FIGURE 14





Medium Low  
Density Residential

Medium  
Density Residential

Medium High  
Density Residential

High  
Density Residential

Transit Corridor  
Residential

Neighborhood/  
Community Commercial

Regional  
Commercial

General Commercial

Combined  
Industrial/Commercial

Office

Industrial Park

Light Industrial

Heavy Industrial

Public/Quasi-Public

Public Park/  
Open Space

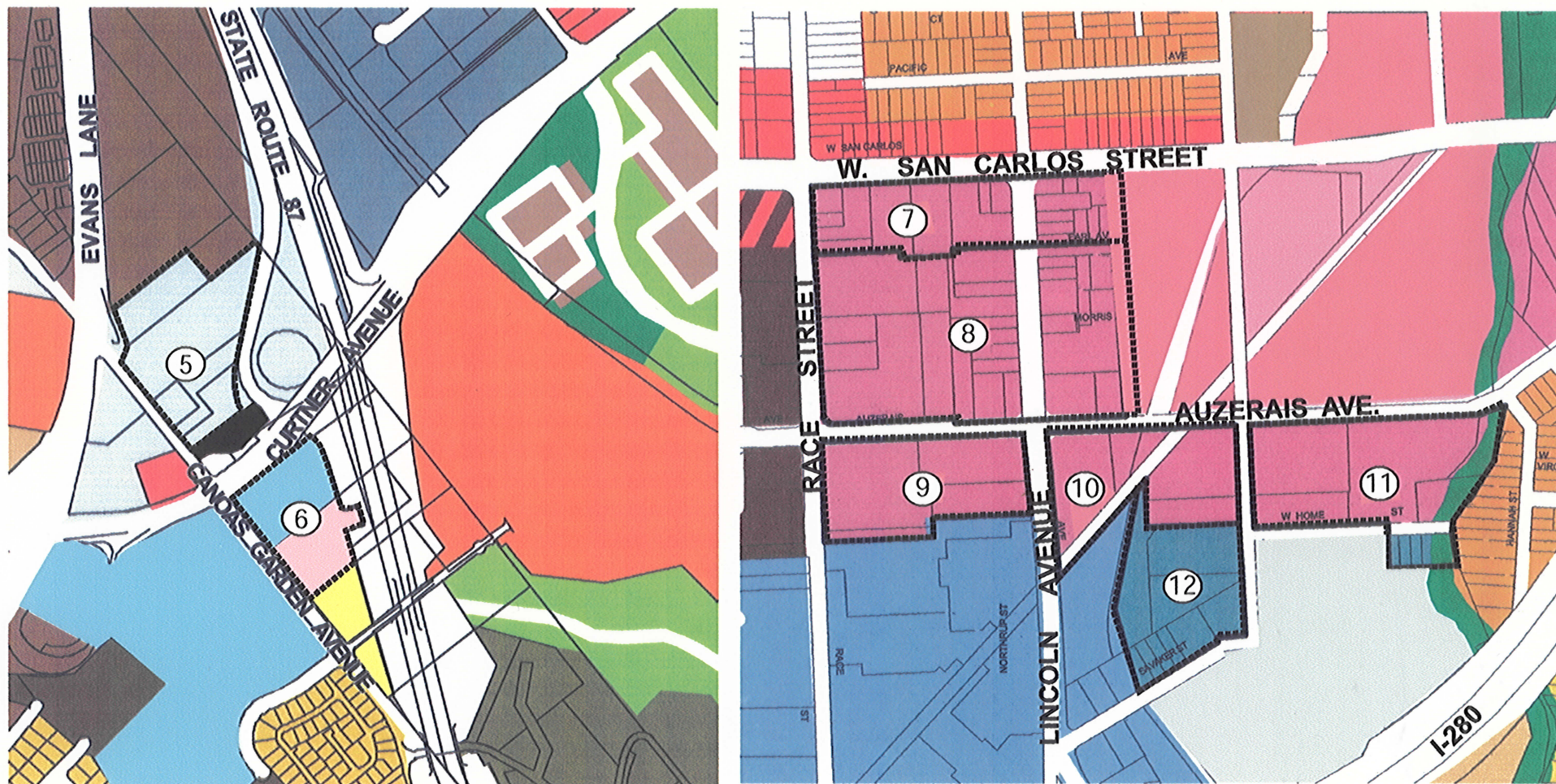
Parks/  
Playing Fields

..... Site Boundary

GENERAL PLAN DESIGNATIONS - SITE 3 AND 4

FIGURE 15





Medium Low  
Density Residential

Medium  
Density Residential

Medium High  
Density Residential

High  
Density Residential

Transit Corridor  
Residential

Neighborhood/  
Community Commercial

Regional  
Commercial

General Commercial

Combined  
Industrial/Commercial

Office

Industrial Park

Light Industrial

Heavy Industrial

Public/Quasi-Public

Public Park/  
Open Space

Parks/  
Playing Fields

..... Site Boundary

GENERAL PLAN DESIGNATIONS - SITE 5-12

FIGURE 16



## II. ENVIRONMENTAL SETTING, IMPACTS, & MITIGATION MEASURES

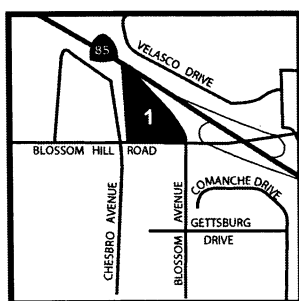
### A. LAND USE

#### 1. Existing Setting

The following discussion identifies the existing conditions on and near each of the individual amendment sites addressed in this EIR.

#### Existing Land Use and Zoning

##### *Site 1*



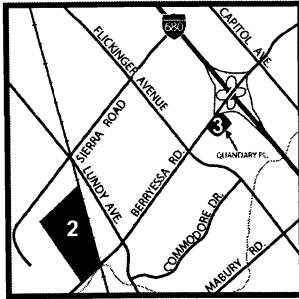
Site 1 is an approximately 14.4 acre site located on the northwest corner of Blossom Hill Road and Blossom Avenue in south San José. The developable site is bounded by Highway 85, Blossom Hill Road, and Canoas Creek. The site is currently developed with a Park and Ride lot operated by the Valley Transportation Authority (VTA).

The area surrounding Site 1 is comprised of residential, office, and commercial land uses and two major roadways.

Specifically, the site is adjacent to and south of Highway 85 and the Blossom Hill Light Rail Transit (LRT) station in the center of Highway 85. There is a single-family residential neighborhood that extends from Highway 85 to Blossom Hill Road on the west side of Canoas Creek. The creek is directly adjacent to the west boundary of the amendment site within a manmade channel. Blossom Hill Road runs along the southern boundary of the site. South of Blossom Hill Road are office/ commercial businesses, including a medical clinic, a restaurant and a neighborhood shopping mall. There is also a single-family residential neighborhood on the south side of Blossom Hill Road. The single-family neighborhood and the medical clinic are directly across Blossom Hill Road from the amendment site. All the structures in the amendment area are one and two stories tall.

The amendment site is currently designated in the General Plan as *Medium Density Residential (8-16 DU/AC)* and is zoned *Agricultural (A)*.

## Site 2



Site 2 is an approximately 13.5 acre site located on the north side of Berryessa Road just west of the Union Pacific Railroad (UPRR) tracks. The site is bounded by Berryessa Road, the UPRR tracks, the San José Flea Market parking lot, and a residential neighborhood. The site is currently developed with two industrial businesses, Black Mountain Water Distributors and TIP Trailers<sup>4</sup>.

The area surrounding Site 2 is comprised of residential and industrial land uses and a creek. Specifically, the site is adjacent to and north of Berryessa Road. Directly across Berryessa Road are the San José Flea Market and Penitencia Creek. East of the railroad tracks, directly across from this site, are more single-family houses. East of the railroad tracks and south of Berryessa Road is a recently built office/industrial complex. The Flea Market parking lot is directly adjacent to the western boundary. All the structures in the amendment area are one and two stories tall.

The amendment site is currently designated in the General Plan as *Industrial Park* and is zoned *Agricultural (A)* and *Light Industrial (LI)*.

## Site 3

Site 3 is an approximately 2.5 acre site located on the south side of Berryessa Road, just west of the southbound on-ramp to I-680 and east of North Jackson Avenue. The site is bounded by Berryessa Road, vacant land on two sides, and a single-family residential neighborhood. The site is currently developed with two single-family houses and a barn. Between the residences at 13100 and 13120 Berryessa Road are a closed fruit stand and an old water tank tower. The remainder of the site appears to consist of yards for the residences and remnants of an orchard.

The area surrounding Site 3 is comprised entirely of residential development and I-680. Specifically, the site is adjacent to and south of Berryessa Road. Directly across Berryessa Road is a single-family residential neighborhood. There is also a single-family residential neighborhood on the east side of the property and vacant land is adjacent to the southern and western boundaries. Highway 680 is just east of the site. All the structures in the amendment area are single story.

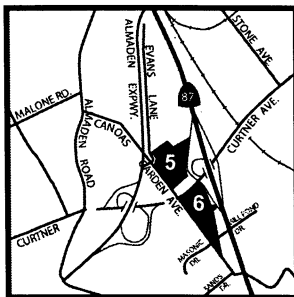
The amendment site is currently designated in the General Plan as *Medium Density Residential (8-16 DU/AC)* and is zoned *Agricultural (A)*.

<sup>4</sup> TIP Trailers is a company that rents and sells large truck trailers. The company also stores and maintains vehicles on site.

commercial warehouse, a vacant animal hospital, a sausage plant, and a small office building.

There are multi-family residential units on the north side of Julian Street. Directly across North 27<sup>th</sup> Street from Site 4 is a mix of commercial buildings that contain a mini-mart, restaurant, and an automotive repair shop. The southern boundary is just north of East Santa Clara Street and is adjacent to more commercial structures including a restaurant and a party supply store. The western boundary is adjacent to a single-family neighborhood. Highway 101 is approximately 970 feet east of the site. On the west side of North 28<sup>th</sup> Street is the old San José Steel site, which is now occupied by a truck rental company. The San José Steel site contains older large metal industrial buildings and one- and two-story commercial and industrial wood frame and metal buildings that are larger in scale than the other one and two story structure in the amendment area.

### Site 5



The area surrounding Site 5 is comprised of residential, office, and commercial land uses. The site is adjacent to and west of SR 87 and is approximately 750 feet east of Almaden Expressway (as measured from the southernmost point of the amendment site). The north boundary of the site is adjacent to a women's shelter. Canoas Garden Avenue is

adjacent to the west boundary of the site. Directly across Canoas Garden Avenue are Conklin Brothers and a U-Haul rental yard. The south boundary of the site is just north of Curtner Avenue and is developed with a fast food restaurant and a small commercial center that includes another fast food restaurant and a cellular phone store. Site 6 is directly across Curtner Avenue from Site 5, on the south side of Curtner Avenue. All the structures in the amendment area are one to three stories tall.

The amendment site is currently designated in the General Plan as *Light Industrial* and is zoned *Light Industrial (LI)* and *Industrial Park (Planned Development) [IP(PD)]*.

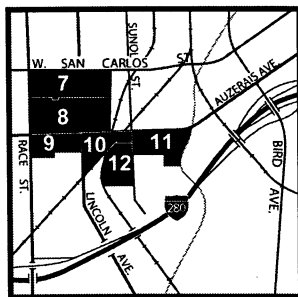
### **Site 6**

Site 6 is an approximately 4.9 acre site located on the southeast corner of Curtner Avenue and Canoas Garden Avenue. The triangular site is bounded by SR 87, Curtner Avenue, and Canoas Garden Avenue. The site is currently developed with a Park and Ride lot operated by the VTA.

The area surrounding Site 6 is comprised of residential, public/quasi public, and commercial land uses. The site is adjacent to and west of Highway 87 and the Curtner LRT station in the center of SR 87, and is approximately 1,100 feet east of Almaden Expressway (as measured from the northern most point of the amendment site). There is a small single-family residential neighborhood on the west side Canoas Garden Avenue near the southern tip of the amendment site. Canoas Garden Avenue runs directly adjacent to the west boundary and the Cathedral of Faith church is on the west side of Canoas Garden Avenue. Curtner Avenue runs along the northern boundary of the site and separates that amendment site from a small commercial center and Site 5. All the structures in the amendment area are one to three stories tall.

The amendment site is currently designated in the General Plan as *Public/Quasi Public* and *Office*.

### **Sites 7 – 12 (Midtown Planned Community)**



Sites 7-12 are located within the Midtown Area of San José. Sites 7, 8, 9, 10, and most of 11 are within the Midtown Planned Community (see discussion on page 17).

Site 7 is an approximately 6.1 acre site located on the southeast corner of San Carlos Street and Race Street. The site is bounded by San Carlos Street, Race Street, Site 8, and a commercial/industrial development. The site is currently developed with Mel Cotton's Sporting Goods and a few light industrial businesses. Lincoln Avenue runs through the amendment site.

Site 7 is currently designated in the General Plan as *Combined Industrial/Commercial* and is unincorporated.

Site 8 is an approximately 14.8 acre site located directly south of Site 7, on the northeast corner of Race Street and Alvarado Avenue. The site is bounded by Race Street,

Auzerais Avenue, Site 7, and a commercial/industrial development. The site is currently developed with various light industrial uses, a gymnastics studio and a plumbing fixture company. Lincoln Avenue runs through the amendment site.

Site 8 is currently designated in the General Plan as *Combined Industrial/Commercial* and is unincorporated.

Site 9 is an approximately 5.8 acre site located south of Site 8 on the southeast corner of Race Street and Auzerais Avenue. The site is bounded by Race Street, Auzerais Avenue, Lincoln Avenue, and an office/industrial development. The site currently contains a medical office building, a roofing company, and an auto body shop.

Site 9 is currently designated in the General Plan as *Combined Industrial/Commercial* and is zoned *Heavy Industrial (HI)* and *Industrial Park (IP)*.

Site 10 is an approximately 5.9 acre site located directly east of Site 9 on the southeast corner of Lincoln Avenue and Auzerais Avenue. The site is bounded by Lincoln Avenue, Auzerais Avenue, Sunol Street, UPRR tracks, Site 12, and a commercial development. The site currently contains a tow truck company and various light industrial buildings.

Site 10 is currently designated in the General Plan as *Combined Industrial/Commercial* and is zoned *Heavy Industrial (HI)*.

Site 11 is an approximately 7.1 acre site located directly east of Site 10 on the southeast corner of Sunol Street and Auzerais Avenue. The site is bounded by Sunol Street, Auzerais Avenue, Los Gatos Creek, and an industrial site (Reed & Graham). Across Sunol Street are Sites 10 and 11, across Auzerais Avenue is the old Del Monte site, and across Coyote Creek is a multi-family residential neighborhood. Site 11 is currently a parking lot that was used by the now vacant Del Monte plant.

Site 11 is currently designated in the General Plan as *Combined Industrial/Commercial* and is zoned *Heavy Industrial (HI)*.

Site 12 is an approximately 5.1 acre site located directly south of Site 10 on the northwest corner of Sunol Street and Savaker Avenue. The site is bounded by Sunol Street, Savaker Avenue, Site 10, and an office development. The site is currently developed with a truck rental company, an electrical supply company, a printing company, and a wholesale tire and wheel company. Across Sunol Street is part of Site 11 and Reed & Graham, an operating batch plant. The Reed & Graham site is "J" shaped and is also directly across Savaker Avenue from Site 12.

Site 12 is currently designated in the General Plan as *Combined Industrial/Commercial* and is zoned *Heavy Industrial (HI)*.

The area surrounding Sites 7-12 is comprised of residential, office, industrial and commercial land uses, and Los Gatos Creek. The northern boundary of Sites 7 - 12 is West San Carlos Street and Auzerais Avenue. On the north side of San Carlos Street are several commercial businesses including a vacated tire store, two restaurants, antique stores and a bar. On the north side of Auzerais Avenue is the old Del Monte site, a now-

vacant group of large industrial buildings. The east boundary of Sites 7 - 12 is an industrial development, the vacant Del Monte plant and Los Gatos Creek. There is a multi-family residential neighborhood on the east side of the creek. The south boundary of the amendment sites is adjacent to Reed & Graham. The west boundary of the amendment sites is adjacent to two office complexes and a multi-family (townhouses) residential neighborhood. Half of the neighborhood was under construction at the time this report was prepared.

## **2. Land Use Impacts**

### **Thresholds of Significance**

For the purposes of this EIR, a land use impact is considered significant if the project would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses; or
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the amendment (including, but not limited to the General Plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

### **Land Use Conflicts**

Land use conflicts can arise from two basic causes: 1) a new development or land use may cause impacts to persons or the physical environment in the vicinity of the amendment site or elsewhere; or 2) conditions on or near the amendment site may have impacts on the persons or development introduced onto the site by the new amendment. Both of these circumstances are aspects of land use compatibility. Potential incompatibility may arise from placing a particular development or land use at an inappropriate location, or from some aspect of the amendment's design or scope. Depending on the nature of the impact and its severity, land use compatibility conflicts can range from minor irritations and nuisance to potentially significant effects on human health and safety. The discussion below distinguishes between potential impacts *from* the proposed amendment *upon* persons and the physical environment, and potential impacts *from* the amendment's surroundings *upon* the amendment itself.

Because this is the first tier in the environmental review process, the "amendments" evaluated in this EIR do not propose or include any specific development. The analysis in this EIR evaluates the basic suitability of certain land use decisions at a policy level. Because CEQA does not allow for analysis of "paper amendments" - essentially evaluating only the change in a plan, rather than the impacts of development on the real existing environment- this EIR is looking at the impacts of developing each site with the proposed land use, measured against the existing conditions. This section addresses the impacts from the proposed land uses and addresses the difference between the existing condition and the proposed land use designation for each of the 12 individual sites.

## Impacts From the Proposed Land Uses

### *Shade/Shadow and Visual Intrusion*

The proposed General Plan amendments (GPAs) for Sites 1-4 would allow Medium Density Residential (8-16 dwelling units/acre), Medium High Density Residential (12-25 dwelling units/acre), High Density Residential (25-50 dwelling units/acre), or Transit Corridor Residential (20+ dwelling units/acre) development on the amendment sites. Residential land use would generally be compatible with the land uses surrounding these amendment sites, which include residential neighborhoods, neighborhood serving commercial businesses, and Flea Market parking.

Because of the housing densities proposed for Sites 1-4, any future development is likely to be taller (more than two stories) than the single-family houses adjacent or within close proximity to the amendment sites. Urban Design Policy No. 10 of the General Plan states that maximum building heights (including architectural features) should not exceed 50 feet. Exceptions to this policy include transit areas<sup>5</sup> where buildings should not exceed 120 feet. Therefore, future development of Sites 1 and 2 may result in buildings up to 120 feet tall and Sites 3 and 4 may result in buildings up to 50 feet tall. The average single-family house is approximately 20-35 feet tall. Tall buildings adjacent to single-family houses might result in increased shade and shadow and visual intrusion on private open space. Multi-story structures built near property lines directly adjacent to single-family houses will overlook rear yards, and could allow views into living spaces. This is particularly true for sites 2, 3, and 4.

As stated above, future buildings on Sites 1 and 2 could be a maximum of 120 feet tall, although the designation proposed for Site 1 (12-25 DU/AC) is unlikely to result in buildings taller than three to four stories. At 120 feet, assuming no setbacks from the amendment site property line<sup>6</sup>, approximately 35 to 50 of the existing houses west of Site 1 (between Chesbro Avenue and Shirecrest Court) would be shaded at 9:00 a.m. and 3:00 p.m. in December and approximately 15 to 25 of the houses would be shaded at 9:00 a.m. and 3:00 p.m. in March. Approximately 35 to 50 of the houses east of Site 2 (between the railroad tracks and Lundy Avenue) would also be shaded at 9:00 a.m. and 3:00 p.m. in December and approximately one-fourth of the houses would be shaded at 9:00 a.m. and 3:00 p.m. in March. In addition, approximately 30 houses to the north of Site 2 (between the amendment site and Sierra Road) would be shaded at noon in December and approximately 15 houses would be shaded at noon in March.

Maximum building height on Sites 3 and 4 would be 50 feet. At 50 feet and assuming no setback from the amendment site property line, approximately seven houses northeast of Site 3 (between the amendment site and the I-680 on-ramp) would be shaded in March and December. If Site 4 is fully developed with 50-foot tall buildings and no setbacks, all of the houses on the east side 26<sup>th</sup> Street between Julian and East St. John Street (21 houses) would be shaded at 9:00 a.m. and 3:00 p.m. in March and December, as well as

<sup>5</sup> Transit areas are areas within approximately 2,000 feet of an existing or planned passenger rail station.

<sup>6</sup> The shade and shadow analysis for all the amendment sites has been based on the maximum allowable building height and assumes no setbacks on the amendment sites. This represents the worst case scenario and was used to determine the most wide-ranging impact.

the seven houses on the east side of North 25<sup>th</sup> Street between East St. John Street and Santa Clara Street.

Sites 5-12 are not immediately adjacent to any existing single-family residential neighborhoods or other sensitive uses. New residential developments are currently being constructed west of Race Street, across from sites 8 and 9. The new residences are condominiums and townhouses.

- **Tall buildings on Sites 1-4 could result in significant shade and shadow and visual intrusion impacts to the adjacent single-family neighborhoods.**  
(Significant Impact)

### ***Hazardous Materials***

Sites 2, 4, 5, 6, and 7-12 all currently contain hazardous materials. All of these sites, except Sites 9, 11, and 12, would be converted to residential land uses under the proposed amendment and, as a result, would no longer have hazardous materials on site that could impact adjacent or nearby land uses. Sites 9 and 12, if developed under the proposed land use designations, would still be allowed to store and use hazardous materials inside approved structures on these sites. Depending on the type and quantity of hazardous materials stored/used on these sites, Sites 9 and 12 may be incompatible with the proposed residential and public park land uses on Sites 7, 8, 10, and 11. Refer to Section II., H., *Hazardous Materials* for a complete analysis.

## **Impacts to the Proposed Land Uses**

### ***Incompatible Land Uses***

Site 1 is located within an urban area comprised of single-family houses, neighborhood serving retail, and Highway 85. Development of Site 1 under the proposed land use designation would be compatible with all the surrounding land uses.

Site 2 is located within an urban area that includes the UPRR tracks, the San José Flea Market (including the parking lot adjacent to the amendment site), a residential neighborhood, and Penitencia Creek. Development of Site 2 under the proposed land use designation would generally be compatible with all these surrounding land uses except the railroad tracks. Close proximity to the railroad tracks would subject this site to noise, vibration and visual impacts, as well as odors and pollutants associated with the railroad line (see Section II. B., *Visual*, Section II.I., *Air Quality*, and Section II. J., *Noise* for detailed discussion of these issues). The operation of the Flea Market parking lot may result in some annoyance for future residents, but there are already residences adjacent to the parking lot to the north.

Site 3 is located within a residential neighborhood comprised of single-family houses, vacant land, and Highway 680. Development of Site 3 under the proposed land use designation would be compatible with all the existing surrounding land uses. The vacant parcel adjacent to the southwest is designated for *Neighborhood Community Commercial* uses. Future development of the commercial site, in conformance with the City's



adopted Commercial Design Guidelines would not be incompatible with high density residential land uses on Site 3.

Site 4 is located within an older urban area that contains residential, commercial and industrial uses, with many of the businesses using converted residential buildings. Adjacent to Site 4 along its westerly boundary are industrial buildings. Adjacent to its southerly boundary are commercial buildings. Site 4 is also adjacent, to the east, to an area whose land use designations were revised by Housing Opportunities Study II (HOS II). The HOS II area contains substantial industrial buildings and is bisected by a railroad line. If the HOS II site is not developed under its current land use designation (*Transit Corridor Residential, General Commercial, Public/Quasi-Public, and Public Park/Open Space*), then future residential development on Site 5 is likely to result in complaints about noise, odors, dust, the use of residential streets, and other aspects of industrial and commercial businesses about properties to the east.

Site 5 is located within an urban area that contains the interchange between Highway 87 and Curtner Avenue and a mobile home park, office, and commercial land uses. Development of Site 5 under the proposed land use designation, and in accordance with the City's Residential Design Guidelines, would be compatible with the adjacent land uses.

Site 6 is located across Curtner Avenue from Site 5. Adjacent land uses include single-family residential, a church, commercial land uses, and Highway 87. Development of Site 6 under the proposed land use designation, and in accordance with the City's Residential Guidelines, would be compatible with all the surrounding land uses.

Sites 7-12 are located within an older industrial area where a mixture of heavy and light industrial uses over the years has left large, deteriorating buildings, extensive pavement, and may have contaminated soil and groundwater. In addition there are railroad lines that run between Sites 10 and 12. (see Section II.I., Air Quality for a detailed discussion of this issue)

Truck traffic, use of heavy equipment, proliferation of parked and stored vehicles, outdoor lighting, dust and litter, noise, unsightly outdoor storage, and the use of hazardous materials are all aspects of industrial uses that could be incompatible with residential land uses. Sites 9 and 12 will remain industrial under the proposed land use designations, but will change to the more restrictive Industrial Park category. Site 9 would change from Combined Industrial/Commercial to Industrial Park, and Site 12 would change from Heavy Industrial to Industrial Park. The purpose in changing the land use designation on these sites is to reduce the likelihood of noxious uses, or uses with extensive outdoor activities locating there and creating significant conflicts with the planned residential uses and park on Sites 7, 8, 10, and 11.

Development of Sites 4, 7, 8, 10, and 11 with high density residential amendment(s) and public open space could result in land use compatibility impacts from existing and future industrial businesses in the area, including access conflicts (particularly conflicts between trucks and passenger vehicles and between industrial traffic and pedestrians). Use patterns in the areas, which include casual use of streets and sidewalks for vehicle and

equipment storage and use, would be incompatible with residential activities, particularly children's and pedestrian movements.

Site 10 has railroad tracks running through the site. Close proximity to the railroad tracks would be subject these sites to noise, vibration and visual impacts associated with the railroad line. (see Section II. B., *Visual* and Section II. J., *Noise* for detailed discussions of these issues)

- **Development of residential uses on Sites 4, 7, 8, and 10, and a park on Site 11 could create significant land use conflicts between the proposed land uses and existing industrial uses. Residential uses on Site 10 and Site 2 would also be subject to impacts from adjacent rail lines. (Significant Impact)**

#### *Elevated Roadways*

Developing residential land uses near an elevated roadway, whether a freeway or local street, increases the likelihood that residents would be impacted by traffic noise. Noise generated on an elevated roadway or interchange is less susceptible to mitigation by a sound wall and is more likely to effect residential open spaces that could otherwise be protected by a wall. An elevated roadway also creates a greater potential for light spill over, and for visual intrusion into windows, balconies, courtyards, etc. Litter and odors from passing vehicles are also more likely to effect residents.

Sites 5 and 6 are presently designated for non-residential land uses. The proposed amendments would result in housing being built near an elevated segment of SR 87.

Since these conditions already exist, future residents of as-yet-unbuilt development would be aware of the circumstances prior to occupying the units.

- **Locating high density housing on Sites 5 and 6 near elevated roadways could expose future residents to significant compatibility impacts. (Significant Impact)**

### **3. Mitigation and Avoidance Measures for Land Use Impacts**

The policies in the City of San José General Plan have been adopted for the purpose of avoiding or mitigating potential environmental effects resulting from planned development within the City. All future development would be subject to General Plan policies, including the following:

- *Residential Land Use Policy 22* states that high density residential and mixed residential/commercial development located along transit corridors should be designed to:
  - create a pleasant walking environment to encourage pedestrian activity, particularly to the nearest transit stop;
  - maximize transit usage;
  - allow residents to conduct routine errands close to their residence;

- integrate with surrounding uses to become a part of the neighborhood rather than an isolated project;
  - use architectural elements or themes from the surrounding neighborhood; and
  - ensure that building scale does not overwhelm the neighborhood.
- *Residential Land Use Policy 23* states that new high density residential development in Transit-Oriented Development Corridors should be designed to protect residents from any potential conflicts with adjacent land uses.
  - *Urban Design Policy 21* states that, to promote safety and to minimize noise impacts in residential and working environments, development which is proposed adjacent to railroad lines should be designed to provide the maximum separation between the rail line and dwelling units, yards or common open space areas, offices and other jobs locations, facilities for the storage of toxic or explosive materials and the like. To the extent possible areas of development closest to an adjacent railroad line should be devoted to parking lots, public streets, peripheral landscaping, the storage of non-hazardous materials and so forth.
  - *Urban Design Policy 22* states that design guidelines adopted by the City Council should be followed in the design of development amendments.

### **Other Programmed Mitigation Measures**

The City of San José has adopted *Residential Design Guidelines* that are applicable to all attached residential development in San José. The following specific policies in the *Residential Design Guidelines* will reduce or avoid land use conflicts that might otherwise occur between new high density residential development and nearby land uses.

- **Chapter 1 – Existing Neighborhoods:** Heavy commercial or industrial uses, such as factories, service stations, and parking lots, as well as freeways and railroad lines, are incompatible with residential uses. Efforts to buffer new projects from incompatible uses and appropriate. Future specific projects proposed on the amendment sites would be required to conform to the setbacks detailed in Chapter 1 of the Residential Design Guidelines.
- **Chapter 4 – Perimeter Walls & Fences:** Fences and walls should be no more than seven feet high, except when adjacent to freeways, expressways, railroads, incompatible uses, or when they are required for sound attenuation. Where the fence is engaged to a retaining wall, this guideline may require special interpretation.
- **Chapter 5 - Perimeter Setbacks:** Residential structures of two or more stories are to be set back a minimum of 10 feet from incompatible uses. Residential structures of three stories or more are to be set back a minimum of 15 feet from incompatible uses.

Residential structures of three stories or more are to be set back a minimum of 20 feet from a property line that is adjacent to private open spaces for attached residential uses. Residential structures of three stories or more are to be set back from a property

line adjoining a single family rear yard, or a single family or paired dwelling, a minimum of two feet for every one foot of building height.

Balconies and decks are to be separated by a minimum of 20 feet from other balconies or decks.

***Conclusion:* Conformance with the identified General Plan policies and Programmed Mitigation Measures would reduce land use impacts to less than significant. (Less Than Significant with Mitigation)**

## **B. VISUAL**

### **1. Existing Setting**

**Site 1** is a paved and landscaped Park and Ride lot surrounded by urban development and SR 85. The residential neighborhood to the west and south of the site is comprised of single-story and two-story wood frame houses that are generally 40+ years old. The commercial development on Blossom Hill Road is generally one and two-story stucco buildings that are common in neighborhood retail centers (see Photos 1, 2, and 3). The amendment area is well maintained but the houses and commercial businesses are not new.

**Site 2** is developed with two industrial buildings that involve extensive outdoor storage and equipment. The industrial businesses on the site are Black Mountain Water Distributors and TIP Trailers. Adjacent to the site are a residential neighborhood, a parking lot, and railroad tracks. The residential neighborhood to the north and east of the site is comprised of single-story and two-story wood frame houses that are generally 30+ years old. The parking lot serves the Flea Market across the street and has no landscaping or improvements of any kind (see Photos 4, 5, and 6). The Flea Market and the offices in older single-story buildings across Berryessa Road are not clearly visibly from the amendment site because of the dense riparian habitat along Penitencia Creek.

**Site 3** is developed with two wood-frame, single story single-family houses (approximately 40+ years old) that are surrounded by a vacant lot, residential neighborhoods, and Highway 680. The residential neighborhoods on the north and south sides of the amendment site are comprised of single-story and two-story wood frame houses that are generally 40+ years old with few trees. The wood-frame, one and two-story, single-family neighborhood on the east side of the amendment site appears to have been more recently constructed and also has few trees (see Photos 7, 8, and 9). The vacant lot is unpaved.

**Site 4** is developed with a mix of single-family wood frame houses and commercial businesses surrounded by more single-family houses and commercial businesses (see Photos 10, 11, and 12). The residential neighborhood on the west side of the amendment site is comprised of single-story and two-story wood frame houses that are generally 60+ years old. The residential neighborhood, both the amendment site and the adjacent neighborhood, is poorly maintained with many houses visibly in need of repairs. The residential area north of the amendment site is comprised of low-rise apartment buildings of fairly recent construction (see Photo 13). The businesses in this area are warehouse style one- and two-story buildings with no landscaping. The overall aesthetic appearance of the amendment area is rundown and poorly maintained.

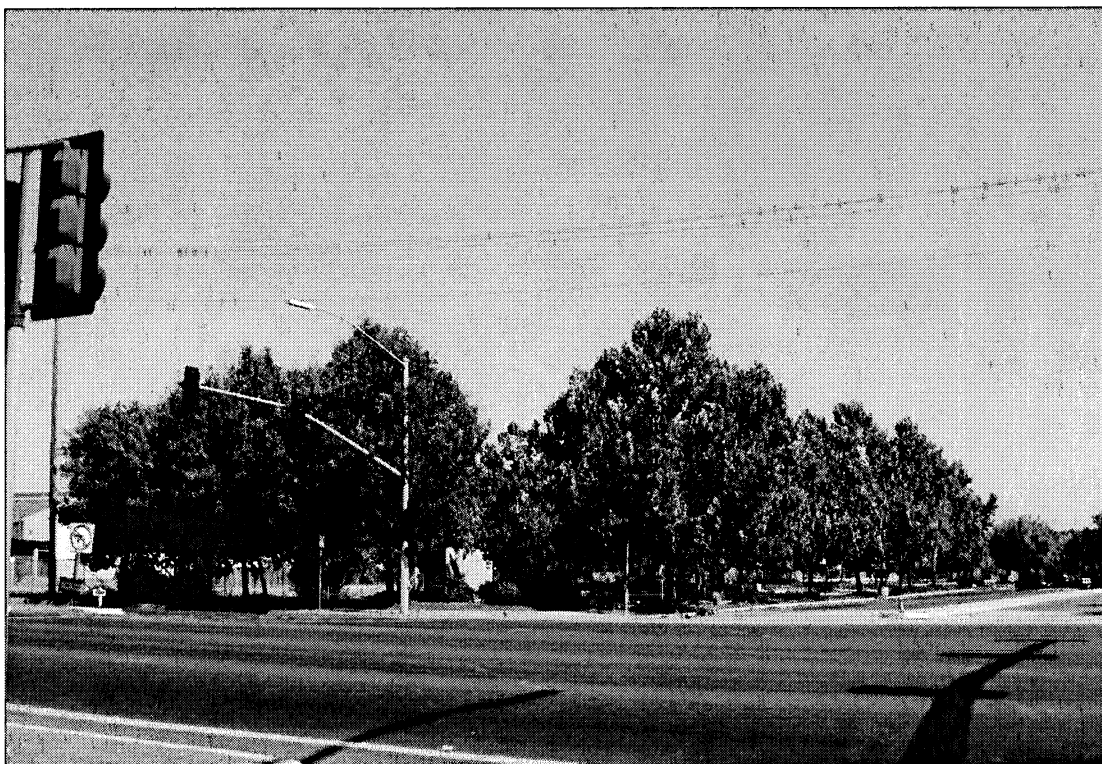


Photo 1 - View of western half of Site 1, looking north across Blossom Hill Road.



Photo 2 - View of business near Site 1, looking north across Blossom Hill Road.



Photo 3 - View of business near Site 1, looking north across Blossom Hill Road.

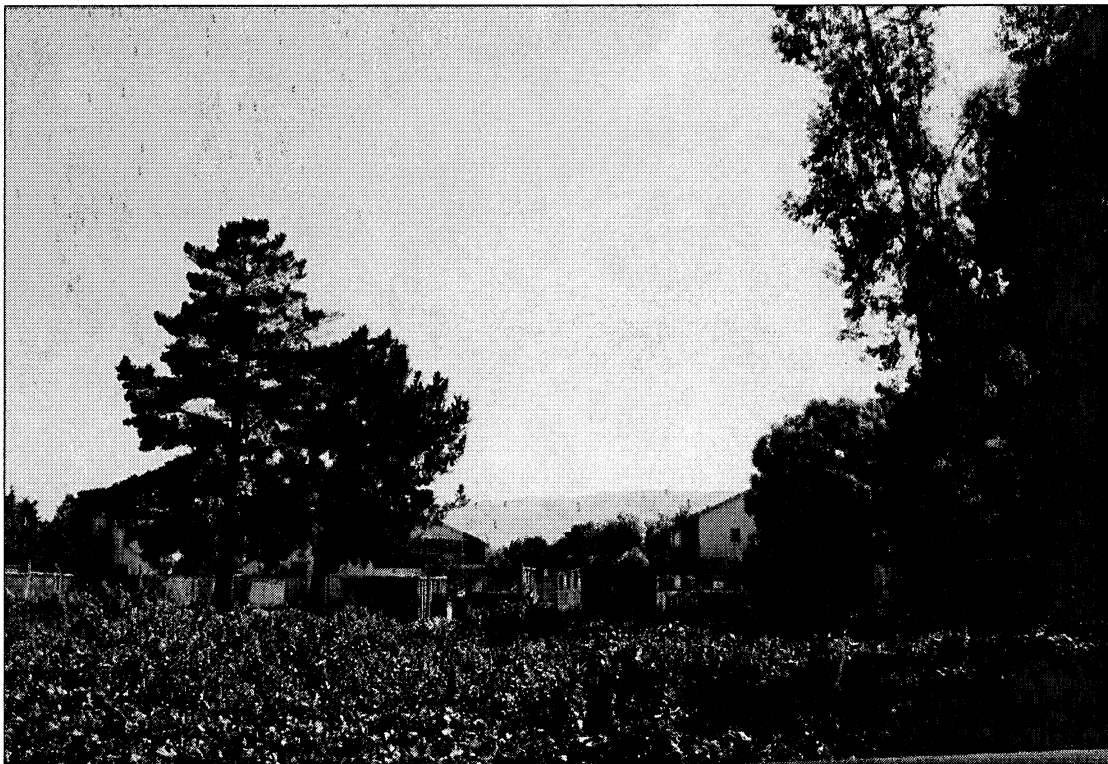


Photo 4 - View of the northern half of Site 2, looking north from the project site.



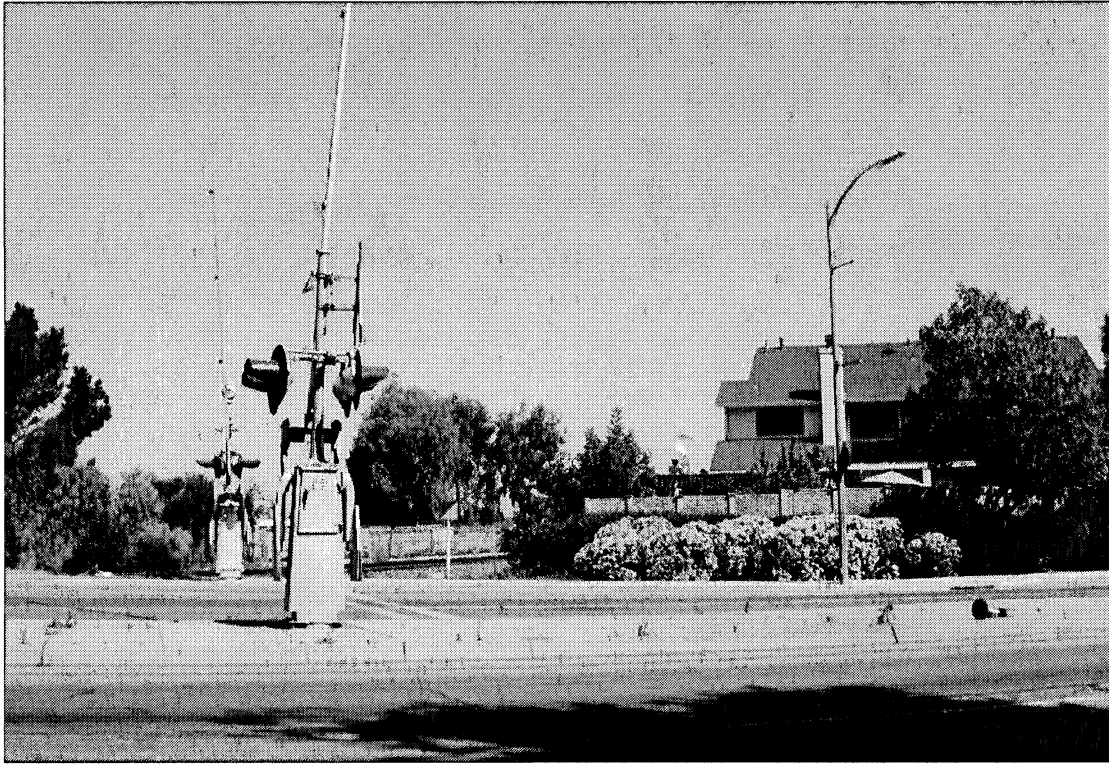


Photo 5 - View of railroad tracks adjacent to Site 2, looking north across Berryessa Road.

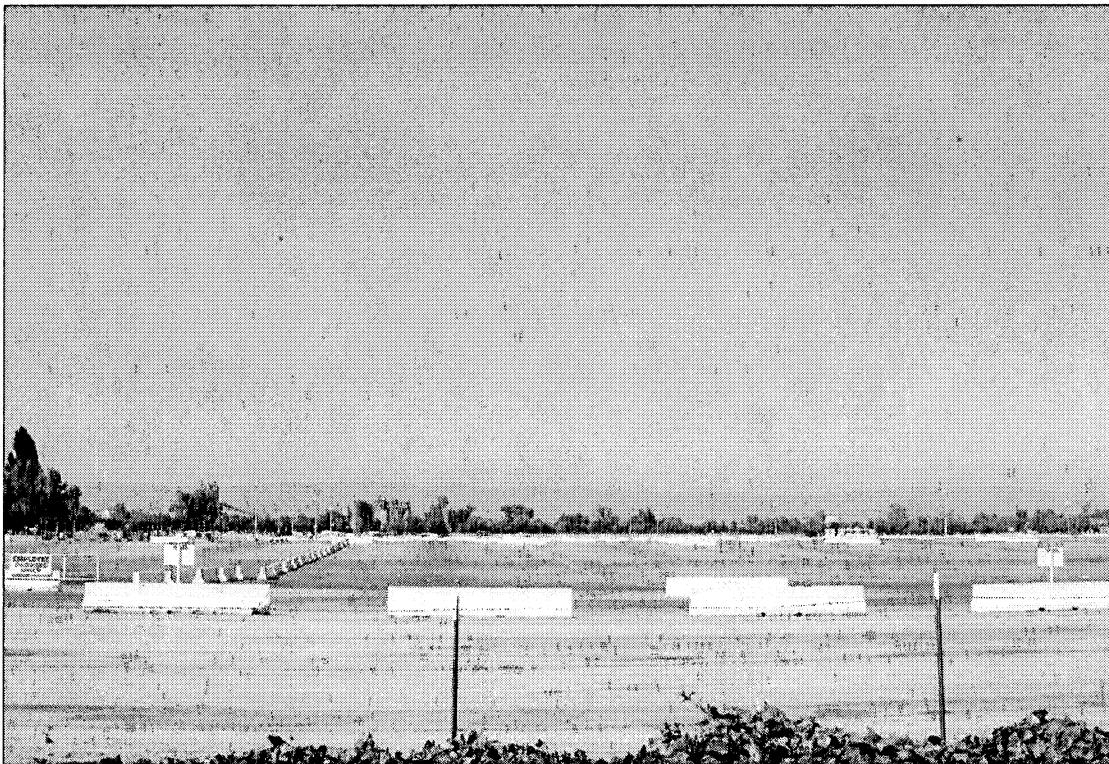


Photo 6 - View of Flea Market parking lot, looking west from Site 2.



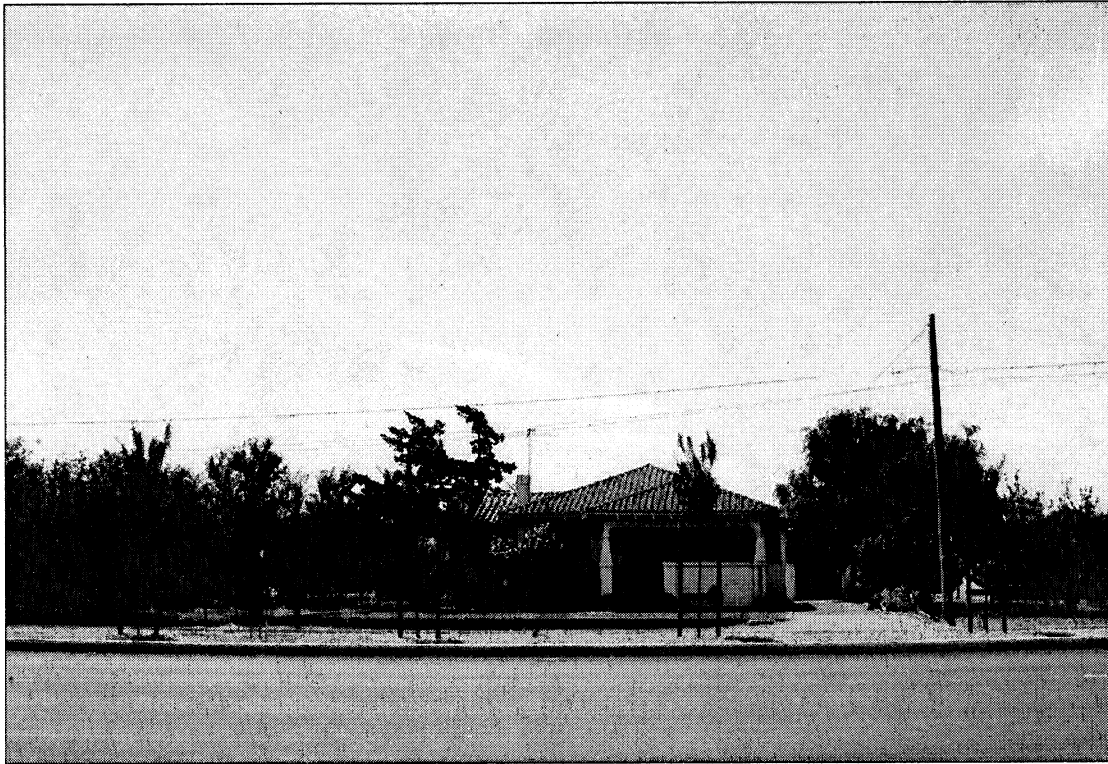


Photo 7 - View of single-family house on Site 3, looking south across Berryessa Road.

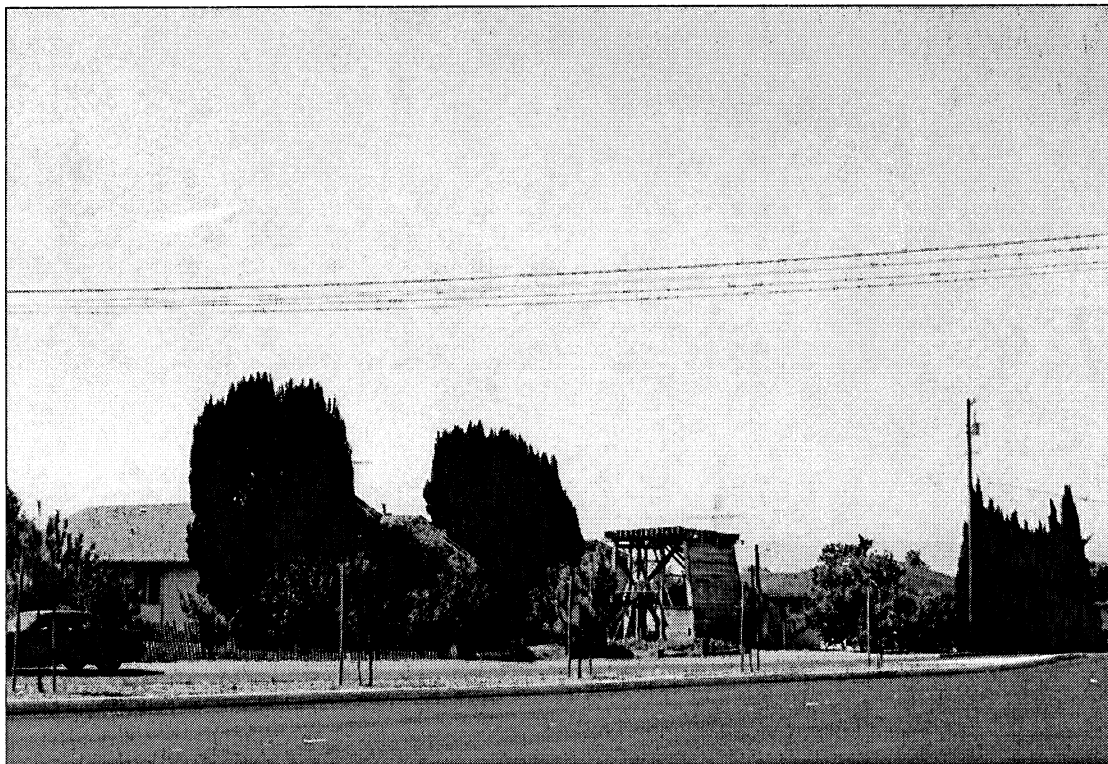


Photo 8 - View of single-family house on Site 3, looking south across Berryessa Road.

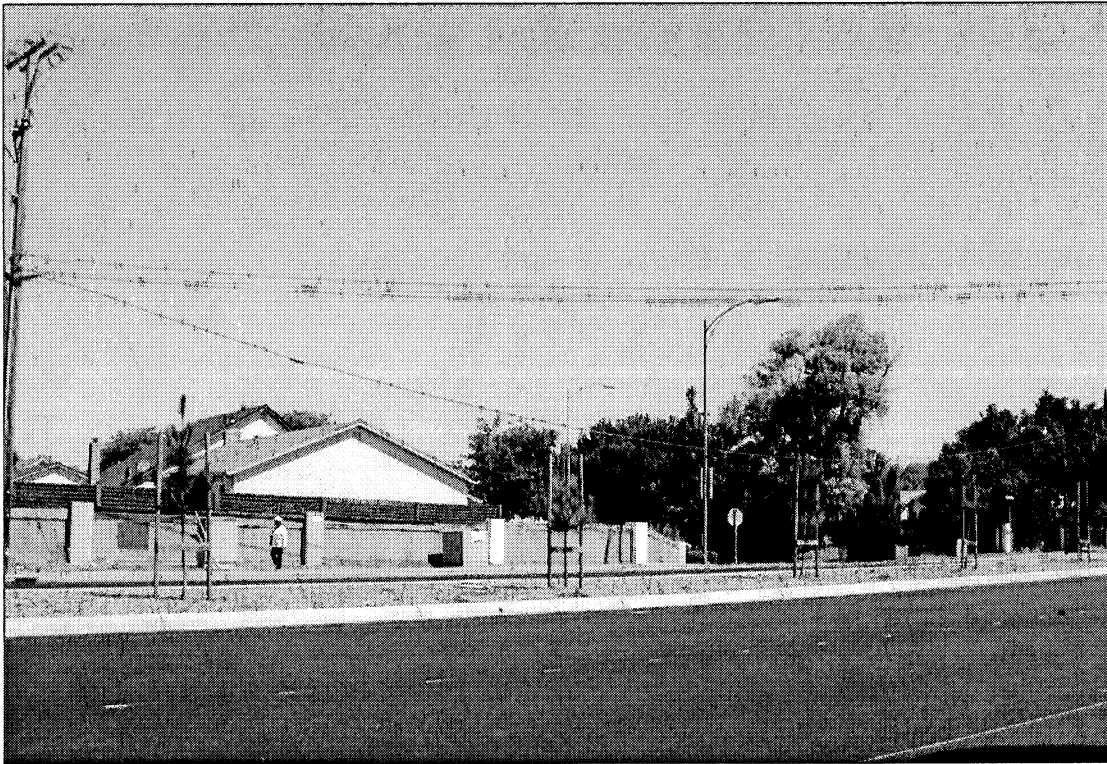


Photo 9 - View of residential neighborhood, looking north from Site 3.



Photo 10 - View of single-family house on Site 4, looking west across 27th Street.



Photo 11 - View of business located on Site 4, looking west across 27th Street.



Photo 12 - View of business located on Site 4, looking west across 27th Street.





Photo 13 - View of apartments looking north from Site 4.



Photo 14 - View of Site 6, looking south from Curtner Avenue.

**Sites 5 and 6** are located directly across the street from each other in an area comprised of residential neighborhoods, a church, commercial buildings, and SR 87. Site 5 is developed with a mix of commercial uses (about half of the site is occupied by a mini-storage company) and one single-family residence. Site 6 is a landscaped Park and Ride lot (see Photo 14). The area surrounding the two sites includes a residential neighborhood southwest of Site 6 that consists of single-story wood frame houses of recent construction. Directly west of Site 6 is the Cathedral of Faith church, which is a two story structure, set back from the roadway behind a large landscaped parking lot and partially hidden from view by landscape trees along the perimeter of the parking lot (see Photo 16). SR 87 is elevated higher than the amendment sites and runs along the east side of both sites (see Photo 15). Site 5 is surrounded by commercial properties that include a three story pastel colored building on the northwest corner of Curtner and Canoas Garden Avenue, a U-Haul rental company, a Jack-in-the-Box restaurant, and a small single story stucco building that is occupied by a cellular phone store and a small restaurant (see Photos 17 and 18). The area is very urban with little landscaping.

**Sites 7-12** are located within the Midtown area of San José. The amendment sites are currently developed with commercial and heavy industrial land uses and are surrounded by Los Gatos Creek (see Photo 20), new residential development, and other commercial and industrial businesses. The new residential development consists of two-story wood framed attached townhouses and a four-story senior apartment complex. Additional residential development, similar to the existing townhouses, is currently under construction directly across the street from Site 9. The industrial businesses around and on many of the amendment sites are 50+ years old and are primarily very large, concrete, metal and masonry structures. Sites throughout the area are mostly paved and poorly maintained, with little or no landscaping (see Photos 19, 21, and 22). Many of the commercial businesses are more recently constructed or have been renovated and are visually appealing with fresh paint and well maintained landscaping.

## **2. Visual Impacts**

### **Thresholds of Significance**

For the purposes of this EIR, a visual impact is considered significant if the project would:

- substantially alter existing views of scenic vistas or resources;
- substantially degrade the existing visual character or quality of the site and its surroundings; or
- create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Currently, the proposed amendment sites are developed with parking lots or older residential, industrial and/or commercial businesses. None of the amendment sites are located within a scenic area and most of the development on the proposed amendment sites does not make a positive contribution to the visual character of the neighborhoods in which they are located. Future development of the 12 amendment sites under the proposed land use designations would need to comply with the City's urban design

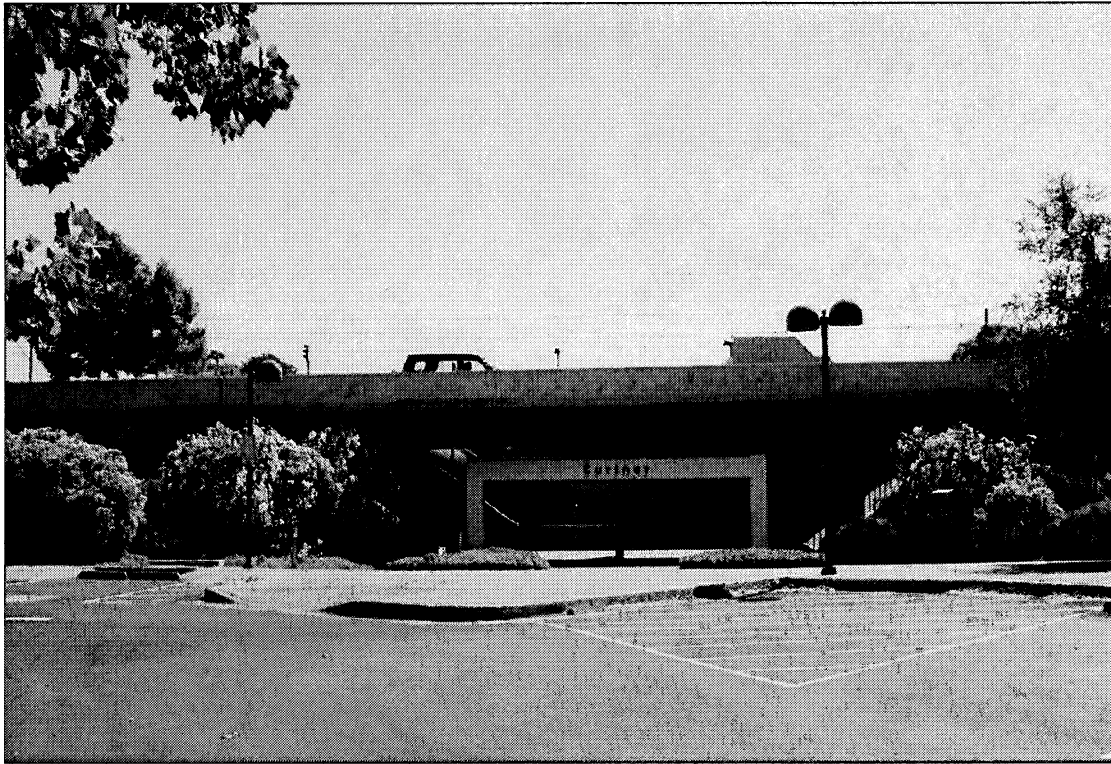


Photo 15 - View of Curtner Avenue LRT Station pedestrian entrance, looking east from Site 6.

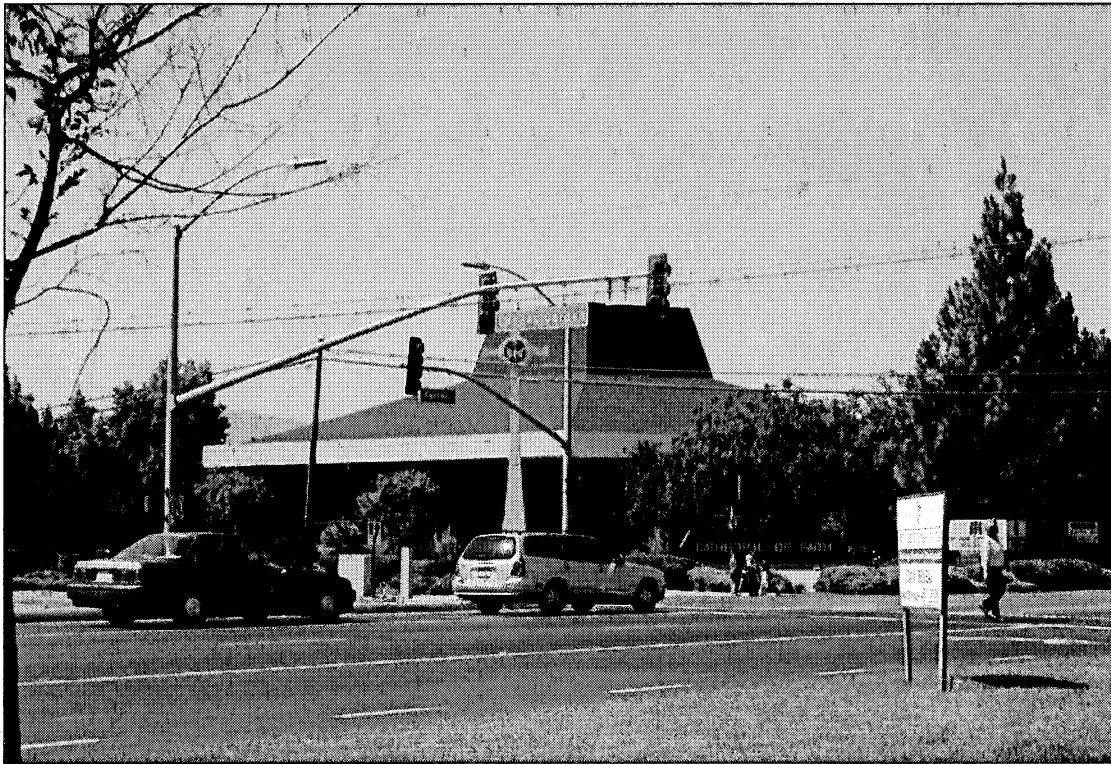


Photo 16 - View of the Cathedral of Faith church, looking southwest across Curtner Avenue.



Photo 17 - View of business near Site 5, looking north across Curtner Avenue.

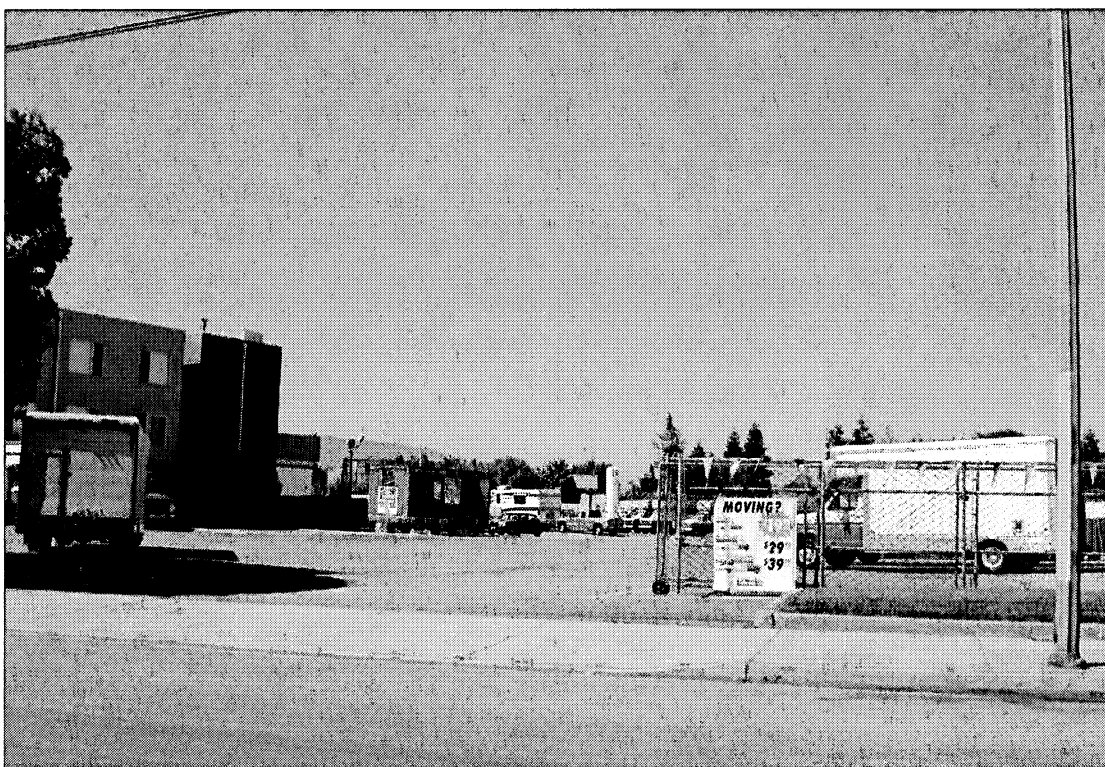


Photo 18 - View of business near Site 5, looking west across Canoas Garden Avenue.



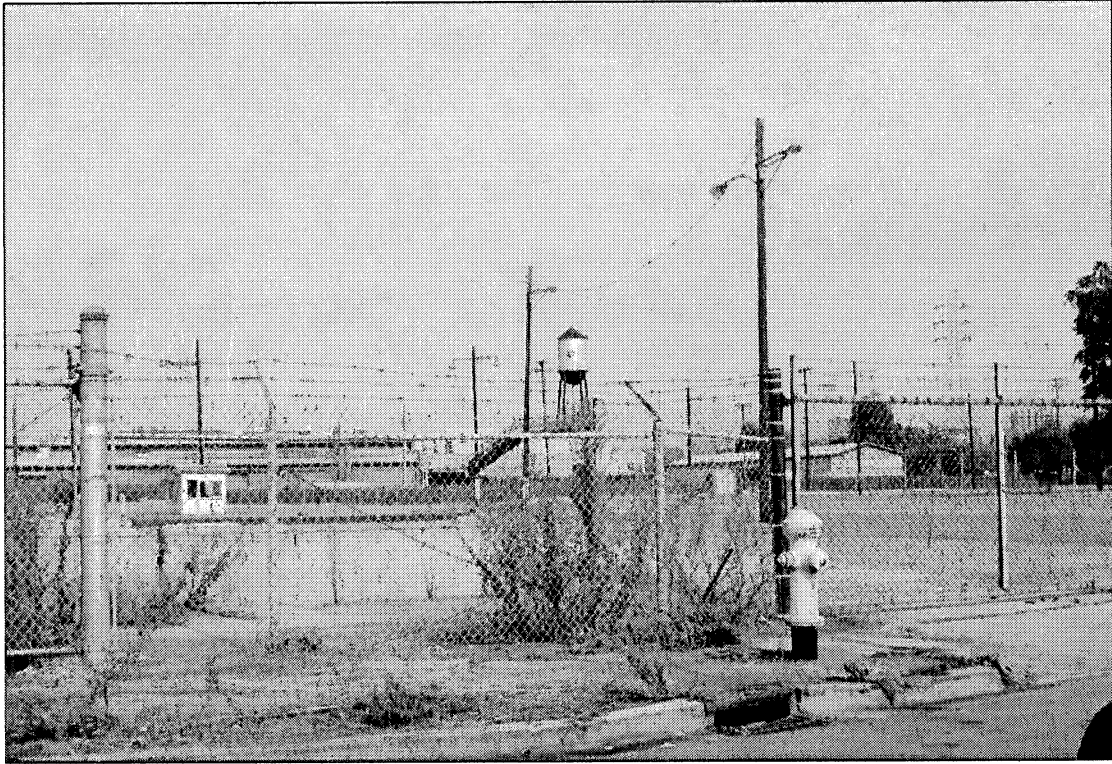


Photo 19 - View of Site 11, looking north from the southern boundary of the project site.



Photo 20 - View of Coyote Creek, looking east from Site 11.





Photo 21 - View of business on Site 10, looking south across Auzerais Avenue.

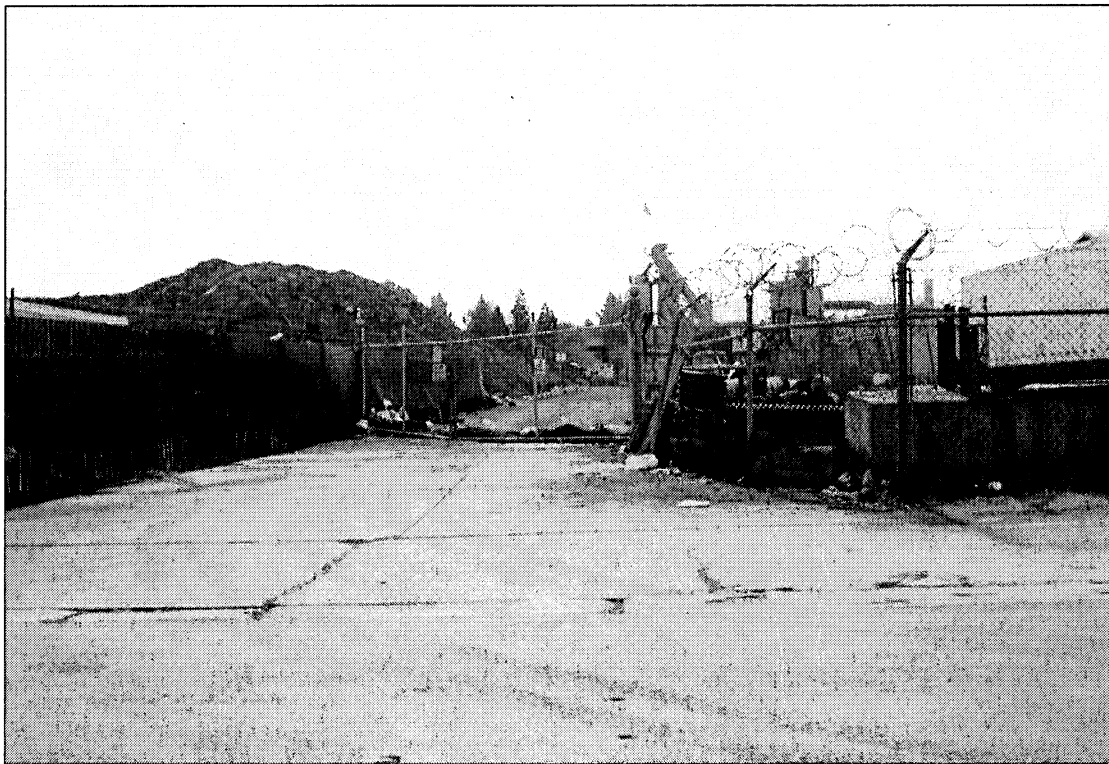


Photo 22 - View of industrial business adjacent to Sites 11 and 12, looking south from Site 11.

policies, including a provision for appropriate landscaping, and will help to revitalize six neighborhoods in San José.

- **Redevelopment of the proposed amendment sites in conformance with adopted design guidelines would improve the visual quality of the amendment areas. (Beneficial Impact)**

3. **Mitigation and Avoidance Measures for Land Use Impacts**

The policies in the City of San José General Plan have been adopted for the purpose of avoiding or mitigating potential environmental effects resulting from planned development within the City. All future development would be subject to General Plan policies, including the following:

- *Urban Design Policy 1* states that the City should continue to apply strong architectural and site design controls on all types of development for the protection and development of neighborhood character and for the proper transition between areas with different types of land uses.
- *Urban Design Policy 22* states that design guidelines adopted by the City Council should be followed in the design of development amendments.

***Conclusion:* Conformance with the identified General Plan policies would improve the aesthetic quality of the amendment areas. (Beneficial Impact)**

## C. GEOLOGY AND SOILS

The following discussion of the geologic features, soils, and seismic conditions of the proposed sites are based on the Cooper-Clark *Geotechnical Investigation for the City of San José Sphere of Influence* (1974) and the U.S. Department of Agriculture, Soil Conservation Service, *Soils of Santa Clara County*, 1968.

### 1. Existing Setting

#### **Geological Features**

The City of San José is located in the eastern portion of the Santa Clara Valley. Santa Clara Valley is surrounded by the Santa Cruz Mountains to the west and the Diablo Mountain Range to the east. The slopes of the Santa Cruz Mountains range from 40 to 60 percent with complex ridges that reach an elevation of 2,000 to 3,400 feet. The slopes of the Diablo Mountains consist of parallel ridges that range from 20 to 60 percent in the higher elevations and have a slope range of 20 to 40 percent near the valley floor. The elevation varies from 1,000 to 2,000 feet, in the lower foothills, to 4,300 feet at the highest peak. The geology consists of Franciscan-Knoxville, marine sedimentary rocks, and Pliocene strata. The valley floor consists mostly of Quaternary clay, sand, and gravel with isolated areas of Tertiary volcanic rock.

The proposed sites are located on the Valley floor which was formed in the Holocene period approximately 11,000 years ago by the sediment runoff of the many rivers and streams that entered the Valley from both mountain ranges creating alluvial fans and flood plains. The Valley floor is generally flat and the elevation ranges from 150 to 400 feet above sea level. The alluvial fans are diversely defined as moderately to poorly sorted silt and clay rich in organic material containing fresh-water and aboriginal artifacts; a potential resource that provides deposits good for agriculture; and a potential hazard for shrink-swell problems and periodic flooding.

Most drainage from the valley floor runs north into the San Francisco Bay, although some of the southern valley drains south into the Pajaro River. The drainage is well developed, although there are areas where poorly drained soils occur.

#### **Seismicity and Seismic Hazards**

##### ***Seismic Ground Shaking***

The San Francisco Bay Area is one of the most seismically active regions in the United States. Strong ground shaking can therefore be expected at the site during moderate to severe earthquakes in the general region. The significant earthquakes that occur in the Bay Area are generally associated with crustal movement along well defined, active fault zones of the San Andreas Fault system, which regionally trends in a northwesterly direction.

The sites are not located within a currently designated Alquist-Priolo Earthquake Fault Zone (known formerly as a Special Studies Zone) or a City of San José Potential Hazard Zone. Fault rupture through the sites, therefore, is not anticipated.

The San Andreas Fault, Hayward Fault, and the Calaveras Fault are all located within the San José area (see Table 1). The faults in the region are capable of generating earthquakes of magnitude 7.0 or higher. Therefore, it is expected that earthquakes could produce very strong ground shaking in the vicinity of the amendment site during the life of the proposed amendment.

<b>TABLE 1</b> <b>Distance from Active Fault Lines</b>			
<b>Site</b>	<b>San Andreas</b>	<b>Hayward</b>	<b>Calaveras</b>
1	20.0 miles west	9.7 miles east	12.5 miles east
2	Over 25 miles west	6.6 miles east	8.6 miles east
3	Over 25 miles west	5.5 miles east	7.5 miles east
4	Over 25 miles west	8.2 miles east	12.0 miles east
5-6	21.0 miles west	12.0 miles east	15.0 miles east
7-12	22.0 miles west	13.0 miles east	16.8 miles east

### ***Liquefaction***

Liquefaction is the transformation of water saturated soil from a solid to a liquid state during ground shaking. Soils most susceptible to liquefaction are loose to moderately dense, saturated granular soils with poor drainage, such as silty sands or sands and gravels capped by or containing seams of impermeable sediment. The amendment sites are not located within a State of California Seismic Hazard Zone for liquefaction.

### ***Lateral Spreading***

Lateral spreading typically occurs as a form of horizontal displacement of relatively flat-lying alluvial material toward a body of water, channel, or excavation, and may often be associated with liquefaction. Because there are no bodies of water or open areas within an appropriate distance of the amendment sites for lateral spreading to occur, the probability of lateral spreading during a seismic event is low.

### ***Seismic Compaction***

If near-surface soils vary in composition both vertically and laterally, strong earthquake shaking can cause non-uniform compaction of soil strata, resulting in movement of the near-surface soils. Because the subsurface soils encountered at the amendment sites are generally stiff to very stiff clays in medium dense to dense sands and do not appear to change in thickness or consistency abruptly over short distances, the probability of significant differential compaction at the site is low.

## **Site Specific Soil Characteristics**

The 12 HOS III sites are located on the valley floor within the City of San José. All but one of the amendment sites are in areas of San José which have soils classified under the

Yolo Association. The Yolo Association consists of well drained, medium and moderately fine textured soils developed in medium textured sedimentary alluvium. Yolo soils comprise approximately 85 percent of this association; the remaining 15 percent is comprised of equal parts of Campbell soils, Mocho soils, and Garretson soils. Site 4 is located in an area with soils classified under the Zamora-Pleasanton Association. The Zamora-Pleasanton Association consists of well drained, medium and moderately fine textured soils, developed in sedimentary alluvium. Zamora soils comprise approximately 50 percent of this association; the remaining 50 percent is comprised of Pleasanton soil (35 percent), San Ysidro soil (five percent), Yolo soil (five percent), and Hillgate soil (five percent). The specific soil types of the proposed amendment sites are summarized in Table 2.

TABLE 2 Soil Characteristics						
Site	Map Symbol	Soil Name	Shrink/Swell Behavior	Drainage	Runoff	Erosion Hazard
1-12	YeA	Yolo Silty Clay	Moderate	Good	Very slow	None

The flat topography of each site presents no landslide or slope instability hazards. All sites are considered to have moderately expansive soils and are vulnerable to damage from a moderate to severe earthquake.

## 2. Geologic and Soils Impacts

### Thresholds of Significance

For the purposes of this EIR, a geologic impact is considered significant if the project would:

- expose people or structures to substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure (including liquefaction), landslides, or expansive soils;
- cause substantial erosion or siltation; or
- expose people or property to major geologic hazards that cannot be mitigated through the use of standard engineering design and seismic safety techniques.

### Impact of Development on Specific Sites

#### *Soils*

The proposed amendment sites all have moderately expansive soils. Expansive and/or weak soil conditions could potentially damage the future development and improvements on any of the sites which would represent a significant impact unless substantial damage is avoided by incorporating appropriate engineering design into grading and foundations.

## ***Seismicity***

As mentioned earlier the proposed amendments are spread throughout Santa Clara Valley, in one of the most seismically active regions in the United States. Because all thirteen sites are located near the San Andreas, Hayward and Calaveras Faults, there is the potential for damage from seismic ground shaking to any of the structures constructed under the existing and proposed land use designations. Ground shaking at any one of the sites could also put occupants and residents at risk. Any new development on one of the amendment sites would be built in conformance with the Uniform Building Code standards for Seismic Zone 4, to reduce any potential seismic impact to a less than significant level.

## ***Liquefaction***

The 12 sites are located throughout San José along the Santa Clara Valley floor which is made up of sediment deposits from the Santa Cruz Mountains on the west and the Diablo Mountain Range on the east. These sediment deposits formed broad alluvial fans made up of moderately to poorly sorted silt and clay. Each site is likely to contain weak soil layers with moderate liquefaction potential and the ground failure potential ranges from low to high. None of the sites present an unusual risk for liquefaction that cannot be adequately reduced through the use of standard engineering design techniques for this region.

- **Development on any of the 12 sites would be exposed to seismic impacts and structural damage from liquefaction and/or weak soils. (Significant Impact)**

### **3. Mitigation and Avoidance**

#### **General Plan Policies**

The policies in the City of San José General Plan have been adopted for the purpose of avoiding or mitigating potential environmental effects resulting from planned development within the City. All future development would be subject to General Plan policies, including the following:

All development proposed on the 12 sites would be subject to existing General Plan policies, including:

- *Soils and Geologic Conditions Policy 1* states the City should require soils and geologic review of development proposals to assess such hazards as potential seismic hazards, surface ruptures, liquefaction, landsliding, mud sliding, erosion and sedimentation in order to determine if these hazards can be adequately mitigated.
- *Soils and Geologic Conditions Policy 6* states that development in areas subject to soils and geologic hazards should incorporate adequate mitigation measures.
- *Earthquake Policy 1* states that the City should require that all new buildings be designed and constructed to resist stresses produced by earthquakes.

- *Earthquake Policy 3* states that the City should only approve new development in areas of identified seismic hazard if such hazard can be appropriately mitigated.
- *Earthquake Policy 5* states that the City should continue to require geotechnical studies for development proposals; such studies should determine the actual extent of seismic hazards, optimum location for structures, the advisability of special structural requirements, and the feasibility and desirability of a facility in a specific location.

#### **Other Programmed Mitigation Measures**

The following mitigation measure would apply to future development on all 12 sites.

- Seismic hazards would be mitigated by construction practices in accordance with Seismic Zone 4 building criteria, as required in the Uniform Building Code.

***Conclusion:* Conformance with the identified General Plan policies and Programmed Mitigation Measure would reduce geologic impacts to less than significant. (Less Than Significant with Mitigation)**

## D. HYDROLOGY

The following information is based on FEMA Flood Insurance Rate Maps and the City of San José General Plan.

### 1. Existing Setting

#### Hydrology and Flooding

Two major watersheds convey runoff within the city of San José: Coyote Creek and the Guadalupe river watersheds. Coyote Creek originates in the Diablo Range east of San José and flows northerly along the eastern side of the Santa Clara Valley, eventually emptying into Guadalupe Slough and San Francisco Bay. The Guadalupe River originates in the Santa Cruz Mountains west and south of San José and flows northerly to San Francisco Bay, receiving drainage waters from the western portion of San José. The 12 amendment sites are located in the watersheds of six creeks: Los Gatos Creek, Silver Creek, Coyote Creek, Upper Penitencia Creek, and Guadalupe River. Silver Creek is a tributary of Coyote Creek and both Los Gatos Creek and Penitencia Creek are tributaries of the Guadalupe River.

The annual rainfall in San José averages about 14 inches, although precipitation in some years has been recorded in excess of 30 inches. Ninety-eight percent of annual precipitation is received during the period of October through May.

Flood zones in San José are designated by the Federal Emergency Management Agency (FEMA) and illustrated on the Flood Insurance Rates Maps. Table 3 lists the flood zone of each of the amendment sites and the site's proximity to the nearest creek.

<b>TABLE 3 Flood Zones</b>			
<b>Site</b>	<b>Flood Zone</b>	<b>Flood Zone Definition</b>	<b>Nearest Creek</b>
1	D	Areas of undetermined but possible flood hazard	Canoas Creek
2	D/AH	Areas of undetermined but possible flood hazard/Areas of 100-year shallow flooding where depths are between one and three feet	Upper Penitencia
3	D	Areas of undetermined but possible flood hazard	Upper Penitencia
4	AH/AO	Areas of 100-year shallow flooding where depths are between one and three feet	Coyote Creek
5/6	AH	Areas of 100-year shallow flooding where depths are between one and three feet	Guadalupe River
7-12	D	Areas of undetermined but possible flood hazard	Los Gatos

Site 1 is located adjacent to the eastern boundary of Canoas Creek, which runs through a manmade channel. Canoas Creek is designated as a 100-year flood zone, but the 100-year flood is completely contained within the creek channel.

Site 2 is located across Berryessa Road from Penitencia Creek, which runs adjacent and parallel to the south side of Berryessa Road in the amendment area. In this area,



Penitencia Creek is designated as a 100-year flood zone with shallow floodwaters from one to three feet deep possible on-site.

Site 11 is directly adjacent to Los Gatos Creek. Los Gatos Creek is also designated as a 100-year flood zone. However, as with Canoas and Penitencia Creeks, the 100-year flood is completely contained within the creek channel.

Sites 3-10 and 12 are not adjacent to or within close enough proximity to any creek or river to be impacted by floodwaters.

The Santa Clara Valley Water District (SCVWD) is responsible for flood control in Santa Clara County on streams and waterways that drain more than 320 acres. The City of San José requires that new development dedicate the right-of-way of creek areas to the SCVWD for major creeks and waterways in the City, and refers to the District for their review to those development proposals that could impact flood control efforts along these channels. In addition, the City enforces its own flood protection ordinance, which requires that all new development be protected from the 100-year flood.

### **Storm Drainage System**

The creeks and waterways within San José convey stormwater runoff from the urban area and the outlying undeveloped areas. Stormwater runoff within the urban areas of the City is discharged into local storm drains that flow into local creeks. The creeks then convey the runoff to San Francisco Bay. A description of the existing storm drainage systems that serve each of the 12 amendment sites is included in Section II. K., Utilities.

### **Water Quality**

The water quality of the Guadalupe River is directly affected by pollutants contained in stormwater runoff from a variety of urban and non-urban uses. Stormwater runoff from urban areas contains metals, pesticides, herbicides, and other contaminants, including oil, grease, asbestos, lead, and animal wastes.

Currently, the Guadalupe River is listed on the California 303(d) list and the Total Maximum Daily Load (TMDL) priority schedule. The river is listed because it contains high levels of mercury and Diazinon<sup>7</sup>. The mercury contamination is the result of turn-of-the-century mining activities. The Diazinon, however, is the result of urban runoff that flows through the storm drainage system.

Under existing conditions, runoff from the existing parking lots, exposed soil, and building roofs on the amendment sites may currently contain sediments, trash, oil and grease as well as herbicides and pesticides from the surrounding landscaping or past agriculture.

To reduce contamination of stormwater runoff from development, a National Pollutant Discharge Elimination System (NPDES) general permit for stormwater discharges associated with construction activities was established. The Nonpoint Source Program

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<sup>7</sup> A synthetic chemical used in industrial and household insecticides.

was developed in accordance with the requirements of the revised 1995 San Francisco Bay Basin Water Quality Control Plan. This program was also designed to fulfill the requirements of the Federal Clean Water Act and the Environmental Protection Agency.

The Nonpoint Source Program originally required individual permits to control discharge associated with construction activities for sites of five acres or larger. New requirements are now in place that necessitate permits for all sites over one acre. The construction permits for future development will require the utilization of structural and non-structural control measures, including measures such as on-site filtration of runoff, first flush diversion, flow attenuation, stormwater retention or detention, oil/water separation, and the use of porous pavement.

The City of San José is a co-permittee to the Program's NPDES permit for municipal stormwater discharges, and is a participant in the Santa Clara Valley Urban Pollution Prevention Program. The NPDES permit includes requirements for water quality monitoring, identification and elimination of illicit connections and illegal dumping to the storm drainage system, street cleaning, and a public education program. The NPDES permit also includes requirements for post-construction measures to control the volume and to treat the pollutants in stormwater development or redevelopment that creates or replaces one acre of more of impervious surface.

## **2. Hydrology Impacts**

### **Thresholds of Significance**

For the purposes of this EIR, a hydrology, drainage or flooding impact is considered significant if the project would:

- violate any water quality standards or waste discharge requirements;
- substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
- substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;
- create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- otherwise substantially degrade water quality;
- place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;

- place within a 100-year flood hazard area structures which would impede or redirect flood flows;
- expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or
- inundation of the site by seiche, tsunami, or mudflow.

### **Flood and Storm Drainage Impacts**

All of the amendment sites are currently developed and, with the exception of Site 3, all the sites are nearly 100 percent covered in impervious hardscape. Perimeter landscape areas and parking lot landscape islands are usually the only permeable surfaces on the amendment sites. Site 3 contains only two single-family homes on 2.5 acres and, as a result, has more permeable surface area than the other sites.

Sites 1, 2, 4, 7, 8, and 10 are all proposed to change from existing industrial and commercial land uses to residential land uses. Residential land uses developed under current design guidelines would typically have more landscaping and open space areas than older industrial and commercial land uses. Site 6 is proposed to include a Public Park/Open Space land use designation and Site 11 is also proposed as Public Park/Open Space. As a result, these 12 amendment sites will likely see a decrease in overall stormwater runoff.

Site 3 is the only site that will experience an increase in stormwater runoff as a result of future development under the proposed General Plan amendment. Because Site 3 is only 2.5 acres, the overall increase in runoff to the local storm drainage system and Upper Penitencia Creek would be minimal and can be accommodated by the existing infrastructure.

- **Future development under the proposed General Plan amendments could result in a slight decrease in the amount of stormwater runoff compared to existing conditions on 11 of the 12 amendment sites. Future development of Site 3 could result in a slight increase in runoff. (Less Than Significant Impact)**

The sites evaluated in this EIR are classified as being within Flood Zones D, AO, and AH. Zone D presents unknown but possible flood hazards, and Zone AH is located within the 100-year flood zone where depths are between one and three feet. Sites 4 and 5 are within an identified 100-year flood zone. As the development is proposed for each site, individual amendments will be evaluated for their potential to increase localized flooding or drainage problems, and to ensure that amendment design includes protection of all habitable spaces from the 100-year flood, in conformance with the City's Flood Hazard Ordinance.

- **Development on sites within the 100-year flood zone Sites 2, 4, 5, and 6) could result in exposure of persons or property to impacts from flooding. (Significant Impact)**

## Water Quality Impacts

When development is proposed, each amendment will be evaluated and required to utilize structural and non-structural control measures and management practices to minimize the addition of pollutants to the stormwater system. Each proposed amendment will need to evaluate and implement best management practices such as the use of infiltration of runoff on-site; first flush diversion; flow attenuation by use of open vegetated swales and natural depressions; stormwater retention or detention structures; oil/water separators; porous pavement; or a combination of these practices.

Future development of each amendment site will be required to comply with the City of San José NPDES General Construction Activities Permit as follows:

1. The applicant shall develop, implement and maintain a Stormwater Pollution Prevention Plan (SWPPP) to control the discharge of stormwater pollutants including sediments associated with construction activities, and
2. The applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB).

Along with these documents, the applicant may also be required to prepare an Erosion Control Plan. The Erosion Control Plan may include best management practices (BMPs) as specified in the California Storm Water Best Management Practices Handbook for reducing impacts on the City's storm drainage system from construction activities. The applicant shall implement and maintain all BMPs or control measures identifies in the SWPPP and/or Erosion Control Plan.

Any proposed development of real property that will create, on or above ground through installation, construction, or replacement, one gross acre or more of impervious surface shall be designed in conformance with City Council Policy No. 6-29, entitled "City Council Policy on Post Construction Urban Runoff Management, " and the provisions of Section 20.100.480 of the San José Municipal Code.

Future development of the individual properties under the proposed land use designations will likely result in incremental decreases of both point and non-point source discharges, except for Site 3 which will likely see an incremental increase in runoff. All of the sites are fully developed and/or completely paved. Redevelopment of 11 of the 12 amendment sites (not including Sites 9 and 12) with new residential, commercial/industrial, and open space land uses, in conformance with current NPDES permit requirements and standards, would reduce the amount of non-point source pollution currently entering the storm drains, creeks, and San Francisco Bay.

- **Approval of the proposed General Plan land use amendments would result in future development that complies with current NPDES requirements, and reduces non-point source pollution. (Less Than Significant Impact)**

### **3. Mitigation and Avoidance Measures**

The policies in the City of San José General Plan have been adopted for the purpose of avoiding or mitigating potential environmental effects resulting from planned development within the City. All development proposed on the 12 sites would be subject to existing General Plan policies, including:

#### **General Plan Policies**

- *Services and Facilities, Level of Service, Goal 2* states that the level of service for storm drainage is to minimize flooding on public streets and to minimize property damage from stormwater.
- *Services and Facilities, Storm Drainage and Flood Control, Policy 12* states that new amendments should be designed to minimize potential damage due to stormwaters and flooding to the site and other properties.
- *Natural Resources, Water Resources, Policy 12* states that for all new discretionary development permits for amendments incorporating large paved areas or other hard surfaces (e.g., building roofs), or major expansion of a building or use, the City should require specific construction and post-construction measures to control the quantity and improve the water quality of urban runoff.
- *Hazards, Flooding, Policy 1* states that new development should be designed to provide protection from potential impacts of flooding during the “one percent” or “100-year” flood.
- *Hazards, Flooding, Policy 3* states that designated floodway areas should be preserved for non-urban uses.
- *Hazards, Flooding, Policy 7* states that the City should require new urban development to provide adequate flood control retention facilities.

#### **Other Programmed Mitigation Measures**

The following mitigation measures, based on Regional Water Quality Control Board Best Management Practices, would be included in future specific development amendments to ensure compliance with NPDES permit requirements to reduce water quality impacts:

- All future construction would be required to conform to the City of San José’s Flood Hazard Ordinance, which requires that habitable structures be elevated above the 100-year flood level.
- During construction, burlap bags filled with drain rock will be installed around storm drains to route sediment and other debris away from the drains.
- During construction, earthmoving or other dust-producing activities would be suspended during periods of high winds.

- During construction, all exposed or disturbed soil surfaces would be watered at least twice daily to control dust as necessary.
- During construction, stockpiles of soil or other materials that can be blown by the wind would be watered or covered.
- During construction, all trucks hauling soil, sand, and other loose materials would be covered and/or all trucks would be required to maintain at least two feet of freeboard.
- During construction, all paved access roads, parking areas, staging areas and residential streets adjacent to the construction sites would be swept daily (with water sweepers).
- During construction, vegetation in disturbed areas would be replanted as quickly as possible.
- Prior to construction grading for the proposed land uses, the applicant will file a "Notice of Intent" (NOI) to comply with the General Permit administered by the Regional Board and will prepare a Stormwater Pollution Prevention Plan (SWPPP) which addresses measures that would be included in the amendment to minimize and control construction and post-construction runoff. The following measures would be included in the SWPPP:
  - Preclude non-stormwater discharges to the stormwater system.
  - Effective, site-specific Best Management Practices for erosion and sediment control during the construction and post-construction periods.
  - Coverage of soil, equipment, and supplies that could contribute non-visible pollution prior to rainfall events or perform monitoring of runoff.
  - Perform monitoring of discharges to the stormwater system.
- Future development amendments will submit a copy of the draft SWPPP to the City of San José for review and approval prior to construction of each amendment site. The certified SWPPP will be posted at the amendment site and will be updated to reflect current site conditions.
- When the construction phase is complete, a Notice of Termination (NOT) for the General Permit for Construction will be filed with the Regional Water Quality Control Board and the City of San José. The NOT will document that all elements of the SWPPP have been executed, construction materials and waste have been properly disposed of, and a post-construction stormwater management plan is in place as described in the SWPPP for the amendment sites.
- As part of the mitigation for post-construction runoff impacts addressed in the SWPPP, the amendment sites will implement regular maintenance activities (i.e., sweeping, maintaining vegetative swales, cleaning stormwater inlet filters, fossil filters, litter control, and other activities as specified by the City) at the site to prevent soil, grease, and litter from accumulating on the amendment site and contaminating

surface runoff. Stormwater catch basins will be stenciled to discourage illegal dumping.

***Conclusion:*** Conformance with the identified General Plan policies and Programmed Mitigation Measures would reduce hydrology impacts to less than significant. (Less Than Significant with Mitigation)

## **E. VEGETATION AND WILDLIFE**

### **1. Existing Setting**

#### **Overview**

As described elsewhere in this EIR, the City of San José includes portions of the Santa Clara Valley and surrounding hillsides. It is bordered by San Francisco Bay to the north, the Diablo Mountain Range to the east, and the Santa Cruz Mountains to the southwest. Soils in the Santa Clara Valley consist primarily of stream-deposited alluvium including clay, silt, sand, and gravel. Two major watersheds convey runoff within the City of San José: Coyote Creek and the Guadalupe River. Tributaries of Coyote Creek include Fisher Creek, Silver Creek, Penitencia Creek, and Berryessa Creek. Coyote Creek, and its tributaries include approximately 145 linear miles of streambed. Tributaries of the Guadalupe River include Los Gatos Creek, Ross Creek, Canoas Creek, Calabazas Creek, and San Tomas Aquino Creek. The Guadalupe River and its tributaries include approximately 63 linear miles of streambed within the City.

Residential, commercial, industrial, agricultural, and park lands surround the riparian corridors within the City. Creeks and rivers that historically supported relatively wide corridors of natural vegetation over their flood plains now support narrow bands of vegetation within their banks or have been modified for flood protection and water recharge purposes. Local streams, including Coyote Creek and the Guadalupe River, still support ecologically valuable riparian vegetation that provides food, cover, and nesting sites for birds, reptiles, amphibians, and mammals. These drainages also serve as important migration corridors for wildlife. Fish found in perennial streams in San José are primarily warm-water species. Anadromous (ocean going) species such as steel head and chinook salmon have been reported in Coyote Creek and, on occasion, in the lower reaches of the Guadalupe River.

#### **Habitats Found Within the Housing Opportunities Study Phase III Sites**

##### ***Urban Habitat***

Developed residential, commercial, and industrial areas provide urban habitat. Urban habitat includes street trees, backyard gardens, parks, and vacant lots. Trees, shrubs, lawns and gardens found in urban areas provide food and cover for wildlife that has adapted to the urban environment. The urban wildlife habitat is distinguished by a mixture of native and exotic species. In urban areas, planted trees and shrubs can provide important wildlife habitat for birds living in urban areas.

Habitat in urban areas can be described by three general categories relevant to wildlife, as described below.

##### ***Urban Commercial***

Heavily developed commercial areas, characterized by large buildings and parking lots, are extremely low in species diversity. Species that use this habitat are predominantly



urban adapted birds, such as Rock Dove (*Columbi livia*), House Sparrow (*Passer domesticus*), and Starling (*Sturnus spp.*).

### *Urban Industrial*

This habitat ranges from landscaped areas around buildings to areas completely covered by buildings and pavement. In general, urban industrial habitat values are low. However, habitat values can be similar to those for *urban residential* in industrial areas with significant landscaping.

### *Urban Residential*

This habitat is characterized by a dense and more varied mosaic of vegetation, including shade trees, lawns, hedges, and planted gardens. Approximately 40 percent of the land surface in this habitat type is typically covered by impervious material, depending on the density of residential development. Urban residential habitat extends throughout San José and is the most common developed habitat in the city. A number of urban-adapted species use this habitat, including but not limited to the Scrub Jay (*Aphelocoma coerulescens*), northern Mockingbird (*Mimus polyglottos*), Towhee (*Pipilo spp.*), Mourning Dove (*Zenaida macroura*), and House Finch (*Carpodacus mexicanus*). Raccoon (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), Fox Squirrel (*Sciurus niger*), Pocket Gopher (*Thomomys battae*), and a variety of butterflies, moths and garden insects are wildlife species typically found in this habitat. In addition, older neighborhoods with large, mature trees may also have foraging and/or breeding raptors.

### *Ruderal Vegetation*

This habitat consists predominately of herbaceous, non-native, invasive, broad leaved annual vegetation. In general this plant community occurs in areas where soil and vegetation are disturbed. In an urban area, ruderal vegetation is frequently found on vacant lots and alongside roadways. These areas may provide habitat for small rodents and non-native grasses. Some species that have adapted to ruderal habitat include, but are not limited to, the Burrowing Owl, American kestrel (*Falco sparverius*), California ground squirrel, and black-tailed hare.

### *Mixed Riparian Habitat*

This habitat consists of riparian forest, grassland, freshwater marsh, and upland wetlands. Many species of native and non-native plants, fish and wildlife are found in association with riparian corridors, including several wildlife species of concern. Vegetation in mixed riparian habitats can include tree species such as coast live oak, valley oak, willows, California buckeye, Fremont cottonwood, white alder, California bay, western sycamore, and big-leaf maple. Shrub species can consist of blue elderberry, poison oak, western poison oak, French broom, blackberry, wood fern, and various ornamentals.

Lowland riparian habitats support the highest wildlife diversity of any habitat type in western North America. Although much of the riparian habitat within the San José area has been degraded by development and non-native species, many of the creeks and rivers within San José still provide valuable foraging and breeding habitat to local wildlife,

including several species of concern. Common species that are be found in mixed riparian habitat include the western toad, pacific treefrog, bullfrog, western fence lizard, gofer snake, deer mouse, fox squirrel, opossum, raccoon, striped skunk, woodpecker, sparrow, and various hummingbirds. Species of concern could include Steelhead, Chinook salmon, California Red-legged frog, Western pond turtle, and various raptor species including barn owls, Cooper's and Red-shouldered hawks.

### **Site Specific Biological Features**

**Site 1** contains *Urban Commercial* vegetation on the site. The habitat consists of parking lot trees throughout the site and small shrubs and trees around the perimeter of the site. Mature trees on site could provide nesting habitat for raptors and other migratory birds. The adjacent creek is contained within a man-made concrete channel and provides no habitat.

**Site 2** contains a small amount of *Urban Commercial* vegetation on the site. The habitat consists of parking lot trees on the southern portion of the site near Berryessa Road. The site is directly across the street from Penitencia Creek and approximately one-third of a mile east of the confluence of Penitencia Creek and Coyote Creek. Because of the size of the trees on the site and the proximity of the trees to dense riparian habitat, the site could provide nesting habitat for raptors and other migratory birds.

**Site 3** consists of marginal ruderal habitat. The site is largely dirt and weeds (i.e., invasive vegetation) with a few large trees and numerous orchard trees. This site is the least developed of the 12 sites. Mature trees on site could provide nesting habitat for raptors and other migratory birds.

**Site 4** consists mainly of *Urban Residential* habitat. Though most of the site is residential, there are very few street trees and many of the residences have no landscaping or yards, though some of the residential properties do have mature trees. The businesses on this site have no landscaping. Mature trees on the residential properties within the amendment site could provide nesting habitat for raptors.

**Site 5** includes both *Urban Commercial* and *Urban Residential* habitats. The only vegetation on the site are street trees along the frontage of the storage company property, flowers and shrubs along Curtner Avenue, and some large trees (including redwood trees) and landscaping on a residential property adjacent to the storage company. Because of the vegetative sparseness on the commercial areas of the site and the site's location in a highly developed urban area, it is assumed that no raptors or other species of concern inhabit the commercial areas of the site. The dense vegetation and mature trees on the residential property could support raptors.

**Site 6** consists of *Urban Commercial* habitat. The habitat consists of parking lot trees throughout the site and small shrubs and trees around the perimeter of the site. Mature trees on site could provide nesting habitat for raptors.

**Sites 7-9 and 12** consist of *Urban Industrial* habitat that is comprised of small to medium trees and little to no shrubs or landscaping. Most of these sites are industrial and completely paved with no landscaping or trees. In the area bordered by Race Street,

Auzerais Avenue, Sunol Street, and West San Carlos Street there are approximately 172 trees, but most of them are in poor condition. As a result, it is assumed that these trees have no habitat value because they do not provide sufficient coverage for perching or breeding. In addition, the lack of habitat for prey species on site precludes raptors from foraging on site. Because of the vegetative sparseness of the site and the site's location in a highly developed industrial area, it is assumed that no raptors or other species of concern inhabit Sites 7-9 and 12.

**Site 10** does not contain any vegetation. It is currently developed with industrial buildings and parking lots with no landscaping.

**Site 11** contains approximately 13 trees near the east boundary of the site and is currently developed with a parking lot with no landscape islands. Los Gatos Creek runs adjacent to the eastern boundary of the site and the trees on site are located next to the creek. Within the amendment area, Los Gatos Creek has dense riparian vegetation and a substantial tree canopy that would be suitable for wildlife. It is assumed that a variety of birds and other species forage and breed within the riparian habitat of Los Gatos Creek.

### **Special-Status Species**

Special Status species are those plants and animals listed under state and federal Endangered Species Acts (including candidate species); plants listed on the California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California (1994); and animals designated as Species of Special Concern by the California Department of Fish and Game.

#### ***Special-Status Plant Species***

None of the special-status plants known to occur in the region are found in habitat types that are present on the 12 properties evaluated in this EIR. Due to both the lack of appropriate habitat and the highly disturbed conditions of the sites, no special-status plant species are expected to occur on any of these properties.

#### ***Special Status Animal Species***

Most special status animal species occurring in the San José area use habitats that are not present within the 12 amendment sites. Salt marsh, freshwater marsh, ponds, and serpentine grassland habitats are not present within or immediately adjacent to the amendment sites. However, Burrowing Owls (a species of concern) are known to use agricultural and developed habitats in the North San José area. None of the amendment sites contain vacant land areas larger than an acre in size; none are likely to contain Burrowing Owls. Mature trees and riparian habitats on and adjacent to some of the amendment sites could be used by raptors other than Burrowing Owls for breeding and foraging.

### **San José Tree Preservation Ordinance**

The City of San José Tree Removal Controls (San José City Code Section 13.31.010 to 13.32.100) protect all trees having a trunk that measures 56 inches or more in

circumference at a height of 24 inches above the natural grade. The ordinance protects both native and non-native species. A tree removal permit is required from the City of San José for the removal of ordinance-size trees. In addition, any tree found by the City Council to have special significance can be designated as a Heritage Tree, regardless of tree size or species. It is unlawful to vandalize, mutilate, remove, or destroy such heritage trees.

David J. Powers & Associates conducted a reconnaissance level tree survey from the perimeter of the properties. The tree survey included a drive by count of the trees and an estimate of ordinance sized trees for each site. The results of this tree survey concluded all the sites combined have a total of approximately 761 trees, which includes approximately 37 ordinance-sized trees. Site 2 has approximately 10 ordinance size trees, Site 4 has approximately 17 ordinance size trees, Site 6 has two ordinance size trees, and Sites 8, 11, and 12 have three, one, and four ordinance size trees respectively. There are no Heritage Trees on any of the sites.

## **2. Vegetation and Wildlife Impacts**

### **Thresholds of Significance**

For the purposes of this EIR, a vegetation and wildlife impact is considered significant if the project would:

- have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- conflict with any local ordinances protecting biological resources, such as a tree preservation ordinance; or
- conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

### **Site Habitat Impacts**

Sites 3, 7, 8, 9, 10 and 12 have minimal habitat value due to the lack of vegetation and the location of the properties and, as a result, these sites do not presently support a population

of special status plant species. The proposed land use alteration would have no significant biological impact.

Sites 1, 2, 4, 5, and 6 have habitats that are regionally common and the sites do not presently support a known population of special status plant species. However, future development of these sites could result in the removal of approximately 29 mature trees that are protected under the City's Tree Protection Ordinance (see the discussion of Ordinance Trees below).

Site 11 has dense riparian habitat directly adjacent to its eastern boundary. Construction activities associated with the development of a public park adjacent to the riparian corridor could result in the loss of vegetation and the loss of special status plant species that may inhabit the riparian corridor.

- **Construction activities near the riparian corridor could result in the loss of riparian habitat and special status species. (Significant Impact)**

### **Special Status Species**

The only special status species or habitat that would be impacted by implementation of these General Plan amendments would be raptors.

#### ***Raptors***

Many of the mature trees on sites 1, 2, 4, 5, and 6 and 11 may be utilized by nesting raptors. It is assumed that mature trees on sites 3, 7-10, and 12 are not utilized by raptors because of the lack of vegetation necessary to support prey species on these sites. Nesting raptors (i.e., nests of falcons, hawks, eagles, or owls) are protected under provisions of the Migratory Bird Treaty Act and California Department of Fish and Game (CDFG) code Sections 3503, 3503.5, and 2800. Construction disturbance near raptor nests can result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFG. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute a significant impact. Future development of these six sites will require raptor surveys prior to construction to ensure that there is no loss of individual raptors, nests or fledglings.

The loss of individual or all of the mature trees on these 12 sites would not result in the loss of a substantial amount of breeding habitat for raptor species in the area, because there are only approximately 37 mature trees on the 12 amendment sites and raptors can breed in common habitats that are available throughout San José.

- **Construction activities near raptor nests could result in the loss of fertile eggs, nestlings, or nest abandonment. (Significant Impact)**
- **Removal of mature trees used as nesting sites by protected raptors would be a significant impact if trees are removed during the breeding season. (Significant Impact)**

### ***Burrowing Owls***

There is, at this time, no known population of Burrowing Owls on any of the 12 sites. While no evidence of Burrowing Owl use on any of these sites has been found, pressure on remaining habitat throughout Santa Clara County increases the likelihood that the owls may occupy even marginal property in the future.

Presently, it is not likely that development allowed by the proposed General Plan amendments would result in a loss to burrowing owl habitat, individual owls, or owl nests. Since Burrowing Owls have been found occupying landscaping strips, parking lot tree wells, and other locations that are not natural habitat, it is conceivable that birds could occasionally occupy one or more of these sites, even if the location is not viable long term breeding habitat. Should Burrowing Owls move onto any of the sites before construction, development allowed by these proposed General Plan amendments could result in the destruction of nests and loss of birds or fertile eggs.

- **No Burrowing Owl habitat exists on the 12 sites and no habitat would be impacted by development allowed by these General Plan amendments. (Less than Significant Impact)**
- **Should Burrowing Owls move onto any of the amendment sites prior to construction, individual birds and/or their eggs could be destroyed. (Significant Impact)**

### ***Riparian Habitat***

As stated above, Site 11 is adjacent to Los Gatos Creek and, therefore, has dense riparian habitat directly adjacent to its eastern boundary. Construction activities associated with the development of a public park on this site could result in the loss of vegetation and the loss of special status plant species that may inhabit the riparian corridor.

- **Future development of Site 11, which is directly adjacent to Los Gatos Creek, could impact the riparian corridor. (Significant Impact)**

### **Ordinance Trees**

It is anticipated that some of the trees located on the amendment sites will need to be removed to accommodate construction of any future proposed project. While it is likely that future development of high density residential and/or mixed uses would require the removal of some or all of these trees, the specific impacts to trees from future development at each of the individual sites would depend on final site design. Removal of any or all of the approximately 37 ordinance sized trees on these 11 sites would be a significant impact.

- **Full development under the proposed land use designations on the 11 amendment sites that have trees could result in the removal ordinance sized trees. (Significant Impact)**



### **3. Mitigation and Avoidance Measures for Vegetation and Wildlife Impacts**

The policies in the City of San José General Plan have been adopted for the purpose of avoiding or mitigating potential environmental effects resulting from planned development within the City. All future development on the 12 sites would be subject to General Plan policies, including the following:

- *Urban Forest Policy 2* states development projects should include the preservation of ordinance-sized, and other significant trees. Any adverse affect on the health and longevity of native oaks, ordinance sized or other significant trees should be avoided through appropriate design measures and construction practices. When tree preservation is not feasible, the amendment should include appropriate tree replacement. In support of these policies the City should:
  - Continue to implement the Heritage Tree program and the Tree Removal Ordinance.
  - Consider the adoption of Tree Protection Standards and Tree Removal Mitigation Guidelines.
- *Urban Forest Policy 3* states the City should encourage the maintenance of mature trees on public and private property as an integral part of the urban forest. Prior to allowing the removal of any mature tree, all reasonable measures that can effectively preserve the tree should be pursued.
- *Urban Forest Policy 5* states the City should encourage the selection of trees appropriate for a particular urban site. Tree placement should consider energy saving values, nearby power lines, and root characteristics.
- *Urban Forest Policy 6* states trees used for new planting in urban areas should be selected primarily from species with low water requirements.
- *Urban Forest Policy 7* states where appropriate, trees that benefit urban wildlife species by providing food or cover should be incorporated into urban planting.
- *Urban Design Policy 15* states that in order to realize the goal of providing street trees along all residential streets, the City should:
  - Continue to update, as necessary, the master plan for street trees that identifies approved varieties.
  - Require the planting and maintenance of approved varieties of street trees as a condition of development.
  - Continue the program for management and conservation of street trees that catalogs street tree stock replacement and rejuvenation needs.
  - Continue to work with volunteer urban forestry programs (San José Beautiful/Our Urban Forest) to promote tree planting and maintenance by residents.

- *Riparian Corridors and Upland Wetlands Policy 1* states that creeks and natural riparian corridors and upland wetlands should be preserved whenever possible.
- *Riparian Corridors and Upland Wetlands Policy 2* states that new public and private development adjacent to riparian corridors should be consistent with the provisions of the Riparian Corridor Policy Study.
- *Riparian Corridors and Upland Wetlands Policy 3* states that new development within the Urban Service Area should be set back from the outside edge of riparian habitat (or the top of bank, whichever is greater) a distance sufficient to buffer the impacts of adjacent human activities and provide avenues for wildlife dispersal.
- *Riparian Corridors and Upland Wetlands Policy 4* states that new development should be designed to protect adjacent riparian corridors from encroachment of lighting, exotic landscaping, noise and toxic substances into the riparian zone.
- *Riparian Corridors and Upland Wetlands Policy 5* states that when disturbances to riparian corridors and upland wetlands cannot be avoided, appropriate measures should be required to restore, or compensate for damage to, the creeks or riparian corridors.

### **Other Programmed Mitigation Measures**

In conformance with federal and state regulations regarding protection of raptors, it is the City of San José's practice to require that appropriate preconstruction surveys for Burrowing Owls and other raptors be completed prior to any development on sites where it is reasonably assumed that such species may be located. The preconstruction surveys are used to verify the presence/absence of breeding raptors and the surveys must follow California Department of Fish and Game protocols.

Preconstruction surveys will be conducted no more than 30 days prior to the start of site grading. If breeding owls or other raptors are located on or immediately adjacent to the site, a construction-free buffer zone (typically 250 feet) around the active burrow or nest tree will be established for the duration of breeding until young birds have fledged. If owls or other raptors are resident during the non-breeding season (September to January), a qualified ornithologist in consultation with the California Department of Fish and Game, would ensure that measures to avoid harm to the birds are taken prior to grading or tree removal.

### **Tree Removal Ordinance**

- Prior to specific amendment development approvals, sites will be evaluated for the presence of ordinance-sized trees. Tree surveys will be required on sites having ordinance sized trees and trees will be retained where feasible.
- Loss of ordinance-sized trees would be mitigated by conformance with the City of San José landscaping guidelines. Ordinance sized trees removed would be replaced at a minimum ratio of 4:1, with trees in 24-inch box size or larger containers.

***Conclusion:* Conformance with the identified General Plan policies and Programmed Mitigation Measures would reduce vegetation and wildlife impacts to less than significant. (Less Than Significant with Mitigation)**

## **F. HAZARDOUS MATERIALS**

The following information is based on a Limited Environmental Site Assessment prepared by *Lowney Associates* in September 2003 (see Appendix A).

### **1. Existing Setting**

Hazardous materials are commonly used by large institutions, commercial and industrial businesses. Hazardous materials include a broad range of common substances such as motor oil and fuel, pesticides, detergents, paint, and solvents. A substance may be considered hazardous if, due to its chemical and/or physical properties, it poses a substantial hazard when it is improperly treated, stored, transported, disposed of, or released into the atmosphere in the event of an accident.

#### **Sources of On-Site Contamination**

**Site 1** is currently developed with a Valley Transportation Authority Park and Ride Lot with access to the Blossom Hill light rail station. The lot is asphalt and has a Goodwill drop-off trailer located on the southwest corner. Based on a site reconnaissance, there is no use, handling, and/or storage of hazardous materials presently occurring on this site.

**Site 2** contains a NorCal Waste Systems debris box storage area, a vacant building, a truck parking lot for Black Mountain Spring Water, a truck repair facility, two office trailers and storage area for TIP Trailer. Hazardous materials do not appear to be present in the NorCal Waste Systems storage area or the Black Mountain Spring Water (located in the northwest corner of the site) portion of the site.

Numerous trucks, trailers, debris bins, dumpsters, and 55-gallon drums (of unknown contents) were observed parked/stored on the gravel/dirt surface of the TIP Trailer portion of the site. Several flammable materials storage cabinets were observed within the truck repair building on this portion of the site as well. Vehicle repair and maintenance likely occurs on the property, which may include hazardous materials such as parts cleaners, oils, and fuels.

**Site 3** is currently developed with two single-family residences and a large barn. Three 55-gallon drums of unknown contents were observed standing near the barn, and old tractors and other parts and equipment were observed stored behind the barn. Between the residences at 13100 and 13120 Berryessa Road, a closed fruit stand and an old water tank tower were observed. The remainder of the site appears to consist of yards for the residences and remnants of an orchard.

**Site 4** is currently developed with commercial, light industrial, and residential uses. Specifically, there are 30 single-family residential units, two apartment buildings, two duplexes, four automotive repair shops, an upholstery shop, two commercial buildings, a commercial warehouse, a vacant animal hospital, a sausage plant, and a small office building.

The automotive repair facilities appear to be using various quantities of automotive related hazardous materials, likely including parts cleaners, oils, paints, and coolants.

Based on a visual site reconnaissance, significant quantities of hazardous materials are not likely to be currently used on most of the remaining properties.

Two on-site facilities located at 15 North 27<sup>th</sup> Street (adjacent to the southeast corner of the amendment site) were listed as using hazardous materials and/or disposing of hazardous wastes. The first facility was indicated as a small quantity generator of aqueous organic solutions and oxygenated solvents. The other facility reportedly disposed of solvent mixtures.

Another property located at the corner of E. Santa Clara Street and North 27<sup>th</sup> Street (adjacent to the amendment site) was listed in the spills, leaks, investigations, and cleanups (SLIC) database. Based on other listings, the facility is considered a closed leaking underground storage tank (LUST) site and therefore is not a concern with respect to the amendment site.

**Site 5** is currently developed with a VTA Park and Ride Lot with access to the Curtner light rail station. The lot is asphalt-paved and is divided into two unequal lots by a road near the southeastern corner of the site. On the smaller parking lot are a transformer and a metal building labeled “High Voltage” and displaying a hazardous materials placard. With the exception of the metal building, there is no indication of handling and/or storage of hazardous materials on-site.

**Site 6** is currently developed with commercial, light industrial, and residential uses. Specifically, there is one single-family residence, a mini-storage facility, three offices, four unknown office/light industrial units, an upholstery shop, a wood product construction shop, and a paint contractor.

The wood products and painting contractor facilities appeared to be using/storing various quantities of wood finishing/painting-related hazardous materials, likely including paints and thinners. The upholstery shop may also have hazardous materials in their facility. Based on a visual site reconnaissance, significant quantities of hazardous materials are not likely to be currently used on the remaining properties.

**Site 7** is currently occupied by two automotive repair shops, a used car lot, a plumbing contractor’s yard and office, Mel Cotton’s sporting goods store, and an office. The two automobile repair facilities appear to be using/storing various quantities of automotive-related hazardous materials, likely including parts cleaners, oils, and coolants. The plumbing contractor may also have hazardous materials present on-site including metal solder, compressed gasses, solvents, and adhesives. Based on a visual site reconnaissance, significant quantities of hazardous materials are not likely to be used on the remaining properties. Table 4 lists the hazardous materials usage and known releases of hazardous materials on the amendment site, based on a search of the various hazardous materials databases.

<b>TABLE 4</b> <b>Site 7 Hazardous Materials Database Results</b>		
<b>Facility</b>	<b>Address</b>	<b>Remarks</b>
Larry's Foreign and Domestic Car Service	332 Lincoln Avenue	Listed on HAZNET database for disposal of aqueous solutions and organic aqueous solutions.
O.C. MacDonald	1150 W. San Carlos Street	LUST site with release of gasoline to soil; closed January 2000. Surface release of unknown chemical to roadway. Listed on HAZNET database for disposal of oil-containing waste, alkaline solutions without metals, and adhesives.
Le Truong Motor Corporation	1100 W. San Carlos Street	Listed on HAZNET database for disposal of oxygenated solvents.

**Site 8** is currently occupied by 27 commercial and light industrial businesses. A complete list of these businesses can be found on page 7 of Appendix A.

The automotive repair facilities on this site appear to be using various quantities of automotive-related hazardous materials, including parts cleaners, oils, and coolants. Other light-industrial facilities observed on-site, including a cabinetry shop, Pipelyne manufacturing, a drapery service facility, an upholstery supply facility, a glass company, and Lumatronix also may use, handle, and/or store significant quantities of hazardous materials at their facilities. The Cameron Ashley Building Products building appeared to be vacant at the time of the site reconnaissance. However, the storage yard contained two wooden pallets with numerous one- and five-gallon containers of paints and other unlabeled materials. The asphalt covering the ground in the storage yard portion of the facility was generally degraded. Minor vehicle repair and maintenance may have occurred at the facility, which may have included parts cleaners, oils, and fuels. Significant quantities of hazardous materials are not likely being used at the remaining facilities on the site. Table 5 shows the hazardous materials usage and known releases of hazardous materials on the amendment site, based on a search of the various hazardous materials databases.

<b>TABLE 5</b> <b>Site 8 Hazardous Materials Database Results</b>		
<b>Facility</b>	<b>Address</b>	<b>Remarks</b>
Berkens Automotive	385 Lincoln Avenue	Listed on HAZNET database for disposal of organic aqueous solutions and unspecific aqueous solutions.
Roof Top Supply	380 Lincoln Avenue	2,000-gallon diesel and 10,000-gallon gasoline USTs historically present on-site; may currently be present.
California Roofers Supply	380 Lincoln Avenue	Listed on HAZNET database for disposal of waste oil and mixed oil.
Finnish Auto Body	375 Lincoln Avenue	RCRA small quantity generator of hazardous waste; no violations reported.
Robbie's Automotive Service	382 Race Street	Listed on HAZNET and San José HAZMAT databases for disposal of aqueous organic solutions.



<b>TABLE 5 Continued</b>		
<b>Site 8 Hazardous Materials Database Results</b>		
<b>Facility</b>	<b>Address</b>	<b>Remarks</b>
PPG Industries, Inc.	376 Race Street	LUST site with release of Stoddard solvent to soil; closed January 1997.
Pittsburg Paints	376 Race Street	500-gallon product UST historically present on-site; may currently be present. RCRA small quantity generator of hazardous waste; no violations reported.
City Body Repairs	1127 Auzerais Avenue	RCRA small quantities generator of hazardous waste; no violations reported. Listed on HAZNET database as generator of waste solvent mixture and aqueous organic solutions.
West Coast Rebar	1131 Auzerais Avenue	Listed on HAZNET database as generator of oil-containing waste.
Electrical Distributors Company	1135 Auzerais Avenue	LUST site with release of unidentified hydrocarbon to soil; closed September 1997. Listed on San José HAZMAT and UST databases as having other fuel USTs present.
Semi-Gas Systems, Inc.	885 Auzerais Avenue	Listed on HAZNET database as generator of photochemicals and liquids with halogenated organic compounds.
Meitzler Printing	885 Auzerais Avenue	Listed on HAZNET database as generator of photochemicals and liquids with halogenated organic compounds. RCRA small quantity generator; no violations noted.
Levin Property	350 Lincoln Avenue	LUST site with release of gasoline to soil; closed June 1991.
Qualtronix	350 Lincoln Avenue	RCRA small quantity generator; no violations noted.
Michael and Company	350 Lincoln Avenue	RCRA small quantity; no violations noted. Listed on HAZNET database as generator of solvent mixture waste and organic aqueous solutions.
J&C Autobody	344 Lincoln Avenue	Listed on HAZNET database as generator of organic aqueous solutions, organic liquids with metals, and organic solids.
A&B Autobody	349 Lincoln Avenue	Listed on HAZNET database as generator of oxygenated solvents.
Steve Murphy Automotive	347 Lincoln Avenue	Listed on HAZNET database as generator of aqueous solutions.
J&D Autobody	347 Lincoln Avenue	RCRA small quantity generator; no violations noted.

**Site 9** is currently occupied by a roofing contractor, an automotive repair shop, two offices, and a medical office. The automotive repair facility appears to be using various quantities of automotive-related hazardous materials, including parts cleaners, oils, and coolants. Tars and adhesives may be present within the roofing contractor's facility and medical materials/wastes may be present at the San José Medical Group offices. Significant quantities of hazardous materials are not likely to be used at the remaining facilities. Table 6 shows the hazardous materials usage and known releases of hazardous materials on the amendment site.

TABLE 6 Site 9 Hazardous Materials Database Results		
Facility	Address	Remarks
Golden West Autobody	1176 Auzerai Avenue	Listed on HAZNET database as generator of organic aqueous solutions and oxygenated solvents.
Dick Lloyd's Foreign Car Service	401 Lincoln Avenue	Listed on HAZNET database as generator of metal sludge.

**Site 10** is currently occupied by two automotive repair facilities, California Insulation Contractors (office and contractor yard), a plumbing contractor's yard, and a warehouse. The automotive repair facilities on the site may use automotive-related hazardous materials, including parts cleaners, oils, and coolants on-site. The plumbing contractor and the insulation contractor may also have hazardous materials present on-site, including metal solder, compressed gasses, solvents, and adhesives. Significant quantities of hazardous materials are not likely to be used at the remaining facilities.

**Site 11** currently contains the vacant Del Monte Cannery warehouse, a synthetic marble manufacturer, a light industrial building, a paving contractor, and a building materials manufacturer.

Hazardous materials may have previously been used or stored at the Del Monte warehouse, though the building is now vacant. Hazardous materials placards were observed at the marble facility and hazardous materials, including oils and tar, are likely used by the paving contractor. The building materials facility may store fuels on site and the unidentified light industrial facility may also use hazardous materials. Table 7 shows the hazardous materials usage and known releases of hazardous materials on the amendment site, based on information in the listed databases.

TABLE 7 Site 11 Hazardous Materials Data Results		
Facility	Address	Remarks
Del Monte Foods Plant 3 <sup>8</sup>	801 Auzerai Avenue	Listed on HAZNET database as generator of hydrocarbon solvents, liquids containing halogenated organic compounds, aqueous organic solutions, and organic solids. One 25,000-undidentified product UST installed at Del Monte facility in 1948; may currently be present.
Apex Marble	806 W. Home Street	RCRA small quantity generator; no violations noted. Listed on HAZNET database as generator of organic liquid mixtures. LUST site with release of unidentified material to soil; closed November 1996.

<sup>8</sup> Only a part of the Del Monte facility is within Site 11. Data in the regulatory agency database report did not specify if listings were for the portion of the facility within Site 11.

<b>TABLE 7 Continued</b>		
<b>Site 11 Hazardous Materials Data Results</b>		
<b>Facility</b>	<b>Address</b>	<b>Remarks</b>
Reed and Graham <sup>9</sup>	690 Sunol Avenue	RCRA small quantity generator; no violations noted. Listed on HAZNET database as generator of oil-containing wastes, organic solids, and other organics. LUST/SLIC site with release of waste oil to soil; closed November 1996. LUST site with release of gasoline to soil; closed March 2000. Listed on CHMIRS database for three surface releases including asphalt cement in May 2001 that was contained within a containment area, asphalt sealer in May 2001 that was completely reclaimed, and Citrasolve/oil mixture pumped to a parking area in April 1999.

**Site 12** is currently occupied by a truck rental and repair facility, an electrical supply and industrial automation facility, and an office and supply yard for an acoustics company. The automotive and truck repair facility is likely to use automotive-related hazardous materials, including parts cleaners, oils, fuels, and coolant on-site. The other on-site facilities may also use, handle, and/or store hazardous materials on-site. Table 8 shows the hazardous materials usage and known releases of hazardous materials on the amendment site, based on information in the indicated databases.

<b>TABLE 8</b>		
<b>Site 12 Hazardous Materials Database Results</b>		
<b>Facility</b>	<b>Address</b>	<b>Remarks</b>
Penske Truck Leasing	525 Sunol Avenue	Listed on HAZNET database as generator of oil/waste separator sludge.
Central California Insulation	405 Sunol Avenue	Listed on HAZNET database as generator of empty containers. One gasoline UST historically present on – site; may currently be present.
Buckles Smith	801 Savaker Street	LUST site with release of gasoline to soil; closed March 1995.

### **Off-Site Sources of Contamination**

The database search found no reported hazardous materials spills or releases within the vicinity of sites 1-12 with the potential to significantly impact these sites, or effect their suitability for residential development.

<sup>9</sup> Only part of the Reed and Graham facility is part of Site 11. Data in the regulatory agency database report did not specify if listings were for that portion of the facility located within Site 11.

## **2. Hazardous Materials Impacts**

### **Thresholds of Significance**

For the purposes of this EIR, a hazardous materials impact is considered significant if the project would:

- create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- create a significant hazard to the public or the environment from existing hazardous materials contamination by exposing future occupants or users of the site to contamination in excess of soil and groundwater cleanup goals developed for the site.

### **Sources of On-Site/Off-Site Impacts**

**Site 1** does not appear to contain activities that include the use hazardous materials at this time, and there have been no recorded on-site or nearby hazardous materials incidents that would appear to have the potential to have significantly impact the site.

One of the businesses currently operating on **Site 2** appears to currently use and/or store hazardous materials. These activities or previous industrial uses on the amendment site may have resulted in contamination of the soil or groundwater. There have been no recorded hazardous materials incidents on nearby properties that would appear to have the potential to have significantly impacted the site.

The residents on **Site 3** do not appear to use hazardous materials at this time, though trees currently on-site suggest that the site was once used for agriculture. Agricultural activities could have resulted in the soil being contaminated with pesticides and herbicides including arsenic. There have been no recorded hazardous materials incidents on nearby properties that would appear to have the potential to have significantly impacted the site.

**Site 4** currently contains activities that include the use of hazardous materials that could impact the amendment site. These activities or previous land uses on the amendment site may have resulted in contamination of the soil or groundwater. There have been no recorded hazardous materials incidents on nearby properties that would appear to have the potential to have significantly impacted the site.

**Site 5** has one facility that currently displays hazardous materials placards on-site. However, significant quantities of hazardous materials were not observed. Current activities or previous land uses on the amendment site may have resulted in

contamination of the soil or groundwater. There have been no recorded hazardous materials incidents on nearby properties that would appear to have the potential to have significantly impacted the site.

**Site 6** currently contains activities that include the use of hazardous materials that could impact the amendment site. One on-site facility was listed as a small-quantity generator of hazardous waste in the regulatory agency database report. These activities or previous land uses on the amendment site may have resulted in contamination of the soil or groundwater. There have been no recorded hazardous materials incidents on nearby properties that would appear to have the potential to have significantly impacted the site.

**Site 7** currently contains activities that include the use of hazardous materials that could impact the amendment site. Three on-site facilities were listed as generators of hazardous waste in the regulatory agency database report. In addition, the O.C. Macdonald facility was listed as a closed LUST. These activities or previous land uses on the amendment site may have resulted in contamination of the soil or groundwater. There have been no recorded hazardous materials incidents on nearby properties that would appear to have the potential to have significantly impacted the site.

**Site 8** currently contains activities that include the use of hazardous materials that could impact the amendment site. Sixteen current and former facilities were listed as users and/or generators of hazardous wastes in the regulatory agency database report. In addition, USTs historically were reported and may currently be present at two facilities. Three closed LUST sites were also reported. These activities or previous land uses on the amendment site may have resulted in contamination of the soil or groundwater. There have been no recorded hazardous materials incidents on nearby properties that would appear to have the potential to have significantly impacted the site.

**Site 9** currently contains activities that include the use of hazardous materials that could impact the amendment site. Two current and two former on-site facilities were listed as generators of hazardous wastes in the regulatory agency database report. These activities or previous land uses on the amendment site may have resulted in contamination of the soil or groundwater. There have been no recorded hazardous materials incidents on nearby properties that would appear to have the potential to have significantly impacted the site.

**Site 10** currently contains activities that include the use of hazardous materials that could impact the amendment site. Soils along the railroad tracks may be impacted by chemicals used for weed and dust suppression and from oils, metals and other materials from the trains. These activities or previous land uses on the amendment site may have resulted in contamination of the soil or groundwater. There have been no recorded hazardous materials incidents on nearby properties that would appear to have the potential to have significantly impacted the site.

**Site 11** currently contains activities that include the use of hazardous materials that could impact the amendment site. One current and two former on-site facilities were listed as using/generating hazardous materials/waste and at least two to three USTs were reported historically. Three closed LUST sites, and several surface releases of hydrocarbon materials were reported in the regulatory agency database report. These activities or

previous land uses on the amendment site may have resulted in contamination of the soil or groundwater. There have been no recorded hazardous materials incidents on nearby properties that would appear to have the potential to have significantly impacted the site.

**Site 12** currently contains activities that include the use of hazardous materials that could impact the amendment site. Two current on-site facilities were listed as generating hazardous materials; one UST was reported historically and one closed LUST site was listed in the regulatory agency database report. These activities or previous land uses on the amendment site may have resulted in contamination of the soil or groundwater. There have been no recorded hazardous materials incidents on nearby properties that would appear to have the potential to have significantly impacted the site.

- **Future redevelopment of sites 6, 7, 8, and 11 could expose future residents, on-site employees, and construction workers, and occupants of nearby properties to soils, dust, and/or groundwater contaminated by fuels, oils, and solvents. Sites 2, 3, 4, 5, and 10 have not had any recorded releases, but future redevelopment of these sites could also expose future residents, on-site employees, and construction workers, and occupants of nearby properties to soils, dust, and/or groundwater contaminated by fuels, oils, solvents, and/or pesticides and herbicides. (Significant Impact)**

#### *Asbestos and Lead-Based Paint*

Since many of the buildings on some of the amendment sites were built prior to 1980, asbestos-containing materials (ACMs) may be present. Demolition or renovation of these buildings would generally occur prior to redevelopment with high density residential uses. Prior to issuance of demolition permits by the City, an asbestos survey must be conducted under National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines. In addition, NESHAP guidelines require that all potentially friable ACM be removed prior to building demolition or renovation that may disturb the ACM.

Demolition of buildings containing lead-based paint could create dust at concentrations which would expose workers and nearby receptors to potential health risks. State regulations require that air monitoring be performed during and following renovation or demolition activities at sites containing lead-based paint. Appropriate modifications to renovation/demolition activities would be required if airborne lead levels exceed the current Federal OSHA action level of 30 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ). If the lead based paint is peeling, flaking, or blistered, it would need to be removed prior to demolition. It is assumed that such paint will become separated from the building components during demolition activities. As a result, it must be managed and disposed of as a separate waste stream. If the lead based paint is still bonded to the building materials, its removal is not required prior to demolition. It will be necessary, however, to follow the requirements outlined by Cal/OSHA Lead in Construction Standard, Title 87, California Code of Regulations (CCR 1532.1) during demolition.

- **Implementation of the proposed General Plan amendments could eventually result in demolition of buildings containing ACMs and lead-based paint on any of the 12 proposed sites. Buildings demolished in conformance with federal and**



**state laws and regulations will not expose construction workers and/or the public to airborne contaminants, including lead-based paint and asbestos. (Less Than Significant Impact)**

### ***Rail Lines***

The location of railroad tracks directly adjacent to Sites 2 and 10 presents the potential for the soil on these amendment sites to be contaminated with various chemicals that have historically been used for dust suppression and weed control. Other chemicals of concern include solvents, fuels, and oils that may have spilled or leaked from passing trains.

- **Future development on Sites 2 and 10 could expose construction workers, future residents, and other occupants of the sites to soil that is contaminated with solvents, fuels, oil, pesticides, and herbicides. (Significant Impact)**

### **3. Mitigation and Avoidance Measures for Hazardous Materials Impacts**

The policies in the City of San José General Plan have been adopted for the purpose of avoiding or mitigating environmental effects resulting from planned development within the City. All future development would be subject to General Plan policies, including the following:

- *Hazardous Materials Policy 1* states that the City should require proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal.
- *Hazardous Materials Policy 3* states that the City should incorporate soil and groundwater contamination analysis within the environmental review process for development proposals. When contamination is present on a site, the City should report this information to the appropriate agencies that regulate the cleanup of toxic contamination.
- *Water Resources Policy 7* states that the City shall require the proper construction and monitoring for facilities storing hazardous materials in order to prevent contamination of the surface water, groundwater, and underlying aquifers. In furtherance of this policy, design standards for such facilities should consider high groundwater tables and/or the potential for freshwater or saltwater flooding.
- *Water Resources Policy 8* states that the City should establish nonpoint source pollution control measures and programs to adequately control the discharge of pollutants into the City's storm sewers.
- *Residential Land Use Policy 5* states that residential development should be allowed in areas with identified hazards to human habitation only if these hazards are adequately mitigated.

- *Industrial Land Use Policy 1* states that industrial development should incorporate measures to minimize negative impacts on nearby land uses.
- *Industrial Land Use Policy 6* states that expansion and improvement of heavy industrial uses should incorporate measures to comply with current anti-pollution and design standards including the City's wastewater minimization program and other pollution reduction programs.

### **Other Programmed Mitigation Measures**

Based on existing laws and regulations, the following mitigation measures would be incorporated during amendment level review of future development to further minimize hazardous materials impacts:

- *AB3205* contains legislation that requires businesses that use extremely hazardous materials to submit a Risk Management and Prevention Plan to the administering agency upon request. The Santa Clara County Department of Health Services, Toxic Substances Control Division is the administering agency for the local implementation of AB3205. The required plans identify specific risks associated with the use and storage of extremely hazardous materials at specific locations, along with potential target populations that may be at risk.
- *AB2185 and AB3777* contain requirements for emergency response plans. The purpose of these plans is to assist local agencies in preparing for a hazardous materials spill. Emergency plans identify the potential for accidents in a community, define a chain of command in the event of an emergency, outline escape routes if necessary, and provide other emergency procedures. Each responsible agency maintains detailed operation procedures for responses to hazardous materials problems.
- *Toxic Gas Ordinance, Chapter 17.78, San José Municipal Code* provides a uniform countywide program for the prevention, control and mitigation of dangerous conditions, to provide for building standards and for emergency response to protect the public from acute exposure due to accidental releases of toxic gases.
- All demolition activities would be undertaken according to OSHA and EPA standards to protect workers, and off-site occupants from exposure to asbestos and lead based paint. Specific measures include air monitoring during demolition of existing buildings and construction activities.
- Building materials classified as hazardous materials would be disposed of in conformance with federal, state, and local laws.
- Cleanup and remediation of the sites would be required to meet all federal, state, and local regulations for residential development. All storage tanks will be properly closed and removed according to the City of San José Fire Department standards prior to development. All facilities that use, store or handle hazardous materials at

the subject sites are required to file a closure plan and obtain closure permits from the San José Fire Department 30 days prior to closing.

- Phase 1 and Phase 2 environmental investigations will be required prior to project specific development or redevelopment of these sites to identify the extent of contamination, if any, to ensure that mitigation incorporated into proposed new development will reduce risks from hazardous materials present on-site and off-site to a less than significant level.

***Conclusion:*** Conformance with the identified General Plan policies and Programmed Mitigation Measures would reduce hazardous materials impacts to less than significant. (Less Than Significant with Mitigation)

## G. CULTURAL RESOURCES

The following information is based on an archival search conducted by *Holman & Associates* in September 2003. Because the report discusses the location of known prehistoric resources it is not circulated with this EIR, but is on file in the Department of Planning, Building, and Code Enforcement.

### 1. Existing Setting

The cultural resources inventory was based on prehistoric and historic records and a literature search at the Northwest Information Center (NWIC) of the California Historical Information System (CHRIS) at Sonoma State University and field inspections of the 12 amendment sites. When a historic or prehistoric site is found and determined to be of significant historic or prehistoric importance, it is assigned a trinomial reference number. This reference number is used in all documentation of the site.

#### **Ethnographic Context**

The Cultural Resource Report on files with the Department of Planning, Building and Code Enforcement contains a more detailed discussion of the prehistoric context for this area.

The Santa Clara Valley was occupied by the Costanoan Native Americans (descendants of the Native Americans now called Ohlone) until approximately 1810. San José and Santa Clara were occupied by the “*Tamien*” triblet of Costanoan Native Americans. Costanoan triblets were politically autonomous groups of 50-500 individuals, with an average population of 200.

A typical *Tamien* triblet was a small independent kinship group comprised of one or more villages that occupied a defined territory and spoke the same language or dialect. The *Tamien* followed a hunter-gatherer way of life and utilized plant and animal resources along the bayshore and interior environments. The Ohlone traded with each other and other Costanoan triblets, especially the Plains, Sierra Miwok, and the Yokuts. The dead were buried or cremated, often with most of their personal possessions and sometimes gifts from mourners.

Much of the information that is currently known about the Costanoan Native Americans, and their relationship with other Native American tribes, has been derived from the excavation and study of artifacts associated with Costanoan settlements and burials and also from the study of the burials themselves.

#### **Site Specific Cultural Resources**

**Site 1** is located in an area of moderate archaeological sensitivity. An archaeological surface reconnaissance was conducted in 1985 that included portions of Blossom Hill Road adjacent to Site 1 and Chesbro Avenue just west of the Canoas Creek channel. No cultural resources were recorded in the immediate vicinity of Site 1, though visibility of the native ground surface was restricted. Prehistoric site CA-SCL-295 is located northwest of Site 1 and was found to contain some prehistoric materials, but no midden

deposits. Another site, CA-SCL-137 is located southeast of Site 1 and is considered a prominent habitation site that has yielded an array of stone tools, shell artifacts, dietary remains and human graves.

There are currently no structures located on Site 1.

**Site 2** is located in an area of moderate to high archaeological sensitivity. This site was addressed in the Housing Opportunities II study and, according to the HOS II, has no recorded archaeological sites within its boundaries but could contain buried prehistoric archaeological deposits. There are nearby prehistoric archaeological sites, just north of the Flea Market, that include Native American graves.

The City's Historic Resources Inventory was researched to determine if any of the existing structures on Site 2 are considered an important local, regional, or national historic resource, and no historic resources were found to be listed.

**Site 3** is located approximately three-quarters of a mile west of Site 2 and is also considered to be in an area of moderate to high archaeological sensitivity. There are no recorded prehistoric or historic archaeological sites within the boundaries of Site 3 or within 1,000 feet of the site.

The City's Historic Resources Inventory was researched to determine if any of the existing structures on Site 3 are considered an important local, regional, or national historic resource, and no historic resources were found to be listed.

**Site 4** is located in an area of moderate archaeological sensitivity within one-quarter of a mile of two creeks. Costanoans typically inhabited land adjacent or close to local waterways, which makes the land around local creeks and rivers likely to yield archaeological artifacts. During the late 1800s several houses were constructed on portions of the site, but they are no longer on-site. The closest recorded cultural resource is the San José High Academy at the intersection of Julian and North 24<sup>th</sup> Street.

The City's Historic Resources Inventory was researched to determine if any of the existing structures on Site 4 are considered an important local, regional, or national historic resource, and no historic resources were found to be listed.

**Site 5** is located approximately one mile west of the Guadalupe River in an area of moderate archaeological sensitivity. As stated above, Costanoans typically inhabited land adjacent or close to local waterways, which makes the land around local creeks and rivers likely to yield archaeological artifacts. Portions of Site 5 were addressed in cultural resources assessments for two previous amendments. Neither study identified evidence of significant prehistoric or historic archaeological resources within the amendment site. Site CA-SCL-640 is a midden site located northeast of the site and CA-SCL-202 is a possible midden site just southwest of the amendment site.

The City's Historic Resources Inventory was researched to determine if any of the existing structures on Site 5 are considered an important local, regional, or national historic resource, and no historic resources were found to be listed.

**Site 6**, directly across the road from Site 5, is also located approximately one mile west of the Guadalupe River in an area of moderate archaeological sensitivity. Site 7 has never been surveyed. However, the site is directly across the street from site CA-SCL-202, which has been found to contain chert stone tools and human bones.

The City's Historic Resources Inventory was researched to determine if any of the existing structures on Site 6 are considered an important local, regional, or national historic resource, and no historic resources were found to be listed.

**Site 7** is located approximately one mile west of Los Gatos Creek in an area of low to moderate archaeological sensitivity. The site was previously subjected to a cultural resources evaluation for the Midtown District Specific Plan Amendment and possibly two other amendments. None of these three studies revealed evidence of prehistoric cultural resources within the amendment site. In addition, no historic American era sites are located within the amendment site boundaries, though numerous American Period sites are recorded in the general vicinity. The closed Calpak (Del Monte) plant located immediately adjacent to Site 7 has been recorded as part of an historic district associated with the California Packing Company's fruit processing operations in San José and is eligible for the National Register (see Figure 17).

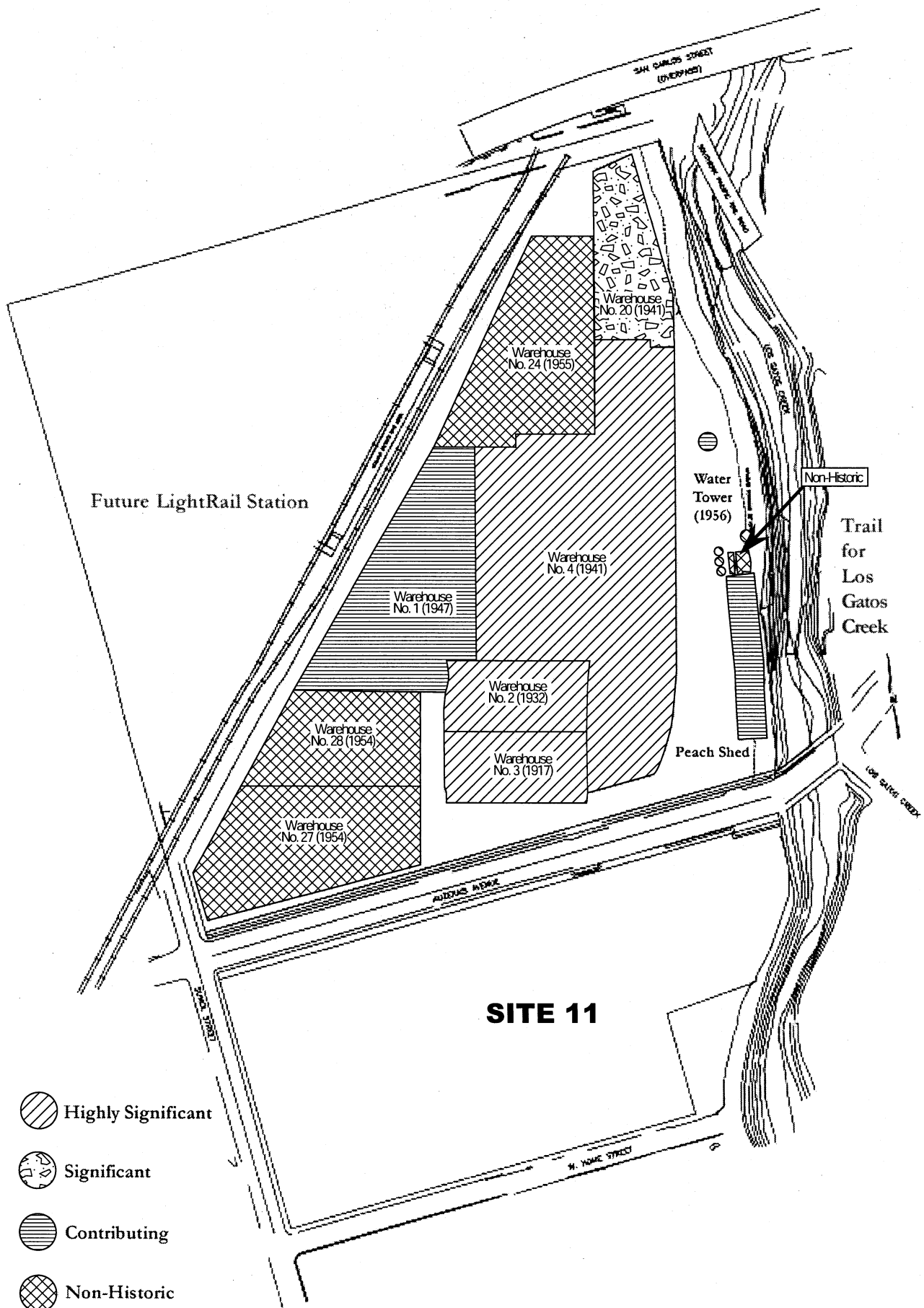
The City's Historic Resources Inventory was researched to determine if any of the existing structures on Site 7 are considered an important local, regional, or national historic resource, and no historic resources were found to be listed.

**Site 8** is located approximately one mile west of Los Gatos Creek in an area of low to moderate archaeological sensitivity. The site was previously subjected to a cultural resources evaluation for the Midtown District Specific Plan Amendment. No prehistoric or historic cultural resources have been recorded within Site 8, although numerous American Period historic sites are located in the vicinity. The closed Calpak (Del Monte) plant located immediately adjacent to Site 7 has been recorded as part of an historic district associated with the California Packing Company's fruit processing operations in San José.

The City's Historic Resources Inventory was researched to determine if any of the existing structures on Site 8 are considered an important local, regional, or national historic resource, and no historic resources were found to be listed.

**Site 9** is located approximately one mile west of Los Gatos Creek in an area of low to moderate archaeological sensitivity. **Site 10** is located approximately one-half mile west of Los Gatos Creek in an area of low to moderate archaeological sensitivity. **Site 11** is located along the west bank of Los Gatos Creek in an area of moderate to high archaeological sensitivity. **Site 12** is located less than one-half mile west of Los Gatos Creek in an area of moderate archaeological sensitivity. All four sites were previously subjected to a cultural resources evaluation for the Midtown Specific Plan Amendment. No prehistoric or historic cultural resources have been recorded within Sites 9, 10, 11, and 12, although numerous American Period historic sites are located in the vicinity.





The City's Historic Resources Inventory was researched to determine if any of the existing structures on Sites 9, 10, 11, and 12 are considered an important local, regional, or national historic resource, and no historic resources were found to be listed.

## **2. Cultural Resources Impacts**

### **Thresholds of Significance**

For the purpose of this EIR, a cultural resources impact is considered significant if the project would:

- cause a substantial adverse change in the significance of a historical resource;
- cause a substantial adverse change in the significance of an archaeological resource;
- directly or indirectly destroy a unique paleontological resource or site or unique geological feature; or
- disturb any human remains, including those interred outside of formal cemeteries.

### **Impacts to Prehistoric Resources**

Sites 4, 7, 8, 9, and 10 are located in areas of low to moderate prehistoric archaeological sensitivity and it is likely that no prehistoric resources will be found on these sites. Demolition, grading, and construction activities would not result in any impacts to unknown prehistoric resources and no on-site subsurface reconnaissance would be required prior to redevelopment of these sites.

Sites 1, 3, 4, 5 are located in areas of moderate prehistoric archaeological sensitivity and could contain buried prehistoric resources. Sites 2, 6, 11, and 12 are located in areas of moderate to high prehistoric archaeological sensitivity and could contain buried prehistoric resources. Although no significant prehistoric deposits have been recorded on any of these sites, the potential for discovery of unknown subsurface prehistoric resources exists, particularly on sites 2, 6, 11, and 12.

- **Sites 1-3, 5, 6, 11, and 12 may contain previously unknown subsurface prehistoric resources, including human burials. Future development or redevelopment that includes excavation or disturbance of soil on these sites could substantially change or destroy archaeological deposits including human remains. (Significant Impact)**

### **Impacts to Historic Resources**

Sites 5 and 6 are located in areas of very low historical archaeological sensitivity and it is assumed that no buried historic resources will be found on these sites. Demolition, grading, and construction activities would not result in any impacts to unknown historic resources and no on-site subsurface reconnaissance would be required prior to redevelopment of these sites.

Site 1 is located in an area of low to moderate historic archaeological sensitivity and could contain buried historic resources. Sites 2, 3, 4, and 7-12 are located in areas of moderate to high historical archaeological sensitivity and could contain buried historic resources. Although no significant historic deposits have been recorded on any of these sites, the potential for discovery of unknown subsurface historic resources exists, particularly on sites 2, 3, 4, and 7-12.

None of the structures located on Sites 2, 3, 4, 5, and 7-12 (Sites 1 and 6 do not contain any buildings) are currently listed on the City's Historic Resources Inventory. However, many of the structures are likely over 45 years old, particularly the single-family houses located on Sites 3 and 4. As a result, demolition of existing structures on Sites 2, 3, 4, 5, and 7-12 could result in the loss of structures that could qualify as historic resources in the City of San José.

- **Sites 1-4, and 7-12 may contain unknown subsurface historic resources. Future development or redevelopment that includes excavation or disturbance of soil on these sites could substantially change or destroy archaeological deposits. In addition, future development or redevelopment that requires demolition of existing structures could result in the loss of unidentified historic structures. (Significant Impact)**

### **3. Mitigation and Avoidance Measures for Cultural Resources**

The policies in the City of San José General Plan have been adopted for the purpose of avoiding or mitigating potential environmental effects resulting from planned development within the City. All future development would be subject to General Plan policies, including the following:

- *Historic, Archaeological and Cultural Resources Policy 1* states that because historically or archaeologically significant sites, structures and districts are irreplaceable resources, their preservation should be a key consideration in the development review process.
- *Historic, Archaeological and Cultural Resources Policy 8* states that for proposed development sites which have been identified as archaeologically sensitive, the City should require investigation during the planning process in order to determine whether valuable archaeological remains may be affected by the amendment and should also require that appropriate mitigation measures be incorporated into the amendment design.
- *Historic, Archaeological and Cultural Resources Policy 9* states that recognizing that Native American burials may be encountered at unexpected locations, the City should impose a requirement on all development permits and tentative subdivision maps that upon discovery of such burials during construction, development activity will cease until professional archaeological examination and reburial in an appropriate manner is accomplished.

### Other Programmed Mitigation Measures

In conformance with the above listed policies, a specific mitigation program would be required of any development amendment on Sites 1-5 and 7-12 that could significantly impact historic or subsurface resources. Site 6 is assumed to have no buried resources and contains no structures and, therefore, would not require a cultural resources mitigation program. Such a program would need to include at least the following:

- Any property containing structures 45 years old or older would require a detailed evaluation done to professional standards by a qualified historian or architectural historian to determine historic significance, the effects of the proposed amendment on the resource, and suggested mitigation measures. An analysis of historic significance would be prepared that conforms to the City of San José criteria for all buildings over 45 years old for which evaluations of local historic significance have not been done.
- Consistent with the findings of the historic evaluation, the City and amendment proponents would consider reusing existing historic buildings on site, including for residential uses.
- If National Register of Historic Places, California Register of Historic Resources, or San José Landmark eligible properties are identified as a result of any future review and evaluation process, mitigation recommendations for any future development should be formulated in consultation with an historian or architectural historian (qualified as per the Secretary of the Interior's professional qualification standards) familiar with Santa Clara County and the South Bay. Possible mitigation measures could include avoidance, reuse of existing buildings for residential or other purposes, relocation, recordation, and/or salvage of architectural elements. Buildings reused for housing could be either a stand alone amendment or part of a larger development plan.
- Archaeological resources would be evaluated by a qualified archaeologist, including site testing and/or additional archival research. A specific *Archaeological Monitoring and Mitigation Program* (AMMP) would be developed to provide parameters for: 1) archaeological monitoring during subsurface construction; and, 2) potential treatment measures for any significant archaeological materials exposed during construction.
- Subsurface monitoring of all excavation work will be conducted by a qualified archaeologist, including site grading, trenching for utilities, and excavation for building footings. The frequency and duration of on-site monitoring will be determined by the archaeologist.
- In the event that significant prehistoric and/or historic materials<sup>10</sup> are found, all construction within a 50-foot radius would halt, the Director of Planning, Building and Code Enforcement would be notified, and the archaeologist would examine the

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<sup>10</sup> Significant prehistoric and/or historic materials include but are not limited to: aboriginal human remains, chipped stone, groundstone, shell and bone artifacts, concentrations of fire-cracked rock, ash and charcoal, shell, bone, and historic features such as privies or building foundations.

find and make appropriate recommendations regarding the significance of the find and any necessary mitigation measures.

- In the event that human skeletal remains are encountered, all construction will stop within a 50-foot radius of the find and the Santa Clara County Coroner would immediately be notified. The County Coroner shall make a determination as to whether the remains are of Native American origin or whether an investigation into the cause of death is required. Upon determination by the County Coroner that the remains are Native American, the coroner shall contact the California Native American Heritage Commission, pursuant to subdivision "c" of section 7050.5 of the Health and Safety Code and the County Coordinator of Indian Affairs. No further disturbance of the site may be made except as authorized by the County Coordinator of Indian Affairs in accordance with the provisions of State law and the Health and Safety Code. Once NAHC identifies the most likely descendants, the descendants would make recommendations regarding proper burial.
- A final report would be prepared by the amendment archaeologist when a find is determined to be a significant archaeological resource, and/or when Native American remains are found on the site. The final report would include background information on the completed work, a description and list of identified resources, the disposition and curation of these resources, any testing, other recovered information, and conclusions.

***Conclusion:*** Conformance with the identified General Plan policies and Programmed Mitigation Measures (for archaeological resources) would reduce cultural resources impacts that could result from implementation of the proposed land use designations to less than significant levels. (Less Than Significant with Mitigation)

Conformance to the policies of the Secretary of the Interior's Standards for Treatment of Historic Properties for reuse, rehabilitation, and relocation would reduce the impacts to historic structures to a less than significant level. Recordation by itself will not reduce impacts to historic structures to less than significant. (Less Than Significant with Mitigation)

## H. TRANSPORTATION AND CIRCULATION

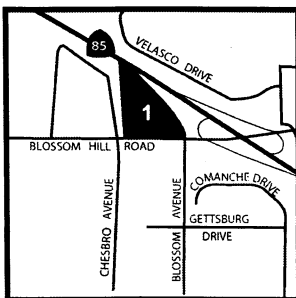
The information provided in this section is based on a traffic analysis prepared by *Hexagon Transportation Consultants*. The complete traffic report is provided in Appendix B.

### 1. Existing Setting

#### **Existing Roadway Network and Transportation Facilities**

The following discussion describes the existing roadway network and transportation facilities in the area of each of the 12 amendment sites. This includes local and regional roadways, bicycle and pedestrian facilities, bus services, and train services (Light Rail Transit and Caltrain).

##### *Site 1*



Site 1 is a 14.4-acre site located on the northwest corner of Blossom Hill Road and Blossom Avenue.

##### *Regional Access*

SR 85 is a predominantly north-south freeway that is oriented in an east-west direction in the vicinity of the site. It extends from Mountain View to south San José, terminating at US 101. SR 85 is a six-lane freeway with four mixed-flow lanes and two HOV lanes. SR 85 connects to SR 87 and provides direct access to the site via Blossom Avenue.

SR 87 is a four-lane freeway, with one HOV lane, that is aligned in a north-south orientation. SR 87 begins at its interchange with SR 85 and extends northward to US 101. SR 87 was recently upgraded to a grade separated freeway between Julian Street and US 101. The upgrade includes new full interchanges at Taylor Street and Skyport Boulevard. Future improvements include adding two HOV lanes south of Julian Street. SR 87 connects to SR 85, which provides access to the site via Blossom Avenue and Blossom Hill Road.

##### *Local Access*

**Blossom Hill Road/Silver Creek Valley Road.** Blossom Hill Road is a divided four-to-six lane east-west major arterial that extends from its interchange with US 101 west into Los Gatos. East of US 101 Blossom Hill Road becomes Silver Creek Valley Road. Silver Creek Valley Road is four lanes wide with turn pockets, landscaped medians, and sidewalks. Blossom Hill Road has a full interchange at SR 85 that provides access to the site.

**Santa Teresa Boulevard** is a six-lane divided major arterial with a posted speed limit of 45 mph. Santa Teresa Boulevard extends from its junction with SR 85 near Westfield Shopping Town Oakridge south to Morgan Hill, where it becomes Hale Avenue. Santa Teresa provides access to the site via Blossom Hill Road.

**Blossom Avenue** is a north-south two-lane undivided road with a posted speed limit of 35 mph. Blossom Avenue extends from its junction with SR 85 to Colleen Drive at the base of the Santa Teresa foothills. Blossom Avenue provides direct access to the site.

### *Existing Bicycle and Pedestrian Facilities*

According to the City of San José Transportation Bicycle Network and the Valley Transportation Agency (VTA) Santa Clara Valley Bikeways Map, there are numerous City- and County-designated bikeways within the vicinity of the amendment site. The extensive network of bike facilities in the area provides bicyclists with the opportunity to use the local roadways near the GPA site for commuting purposes.

There are three types of bike routes within San José: Class I, Class II, and Class III. A Class I Bike Path is intended exclusively for bicycles and is physically separated from the roadway by distance or a vertical barrier. A Class II Bike Lane shares the right-of-way with a roadway or walkway. It is typically designated by a bikeway pictograph on the pavement and a continuous stripe on the pavement. A Class III Bike Route also shares the right-of-way with a roadway or walkway, but it is not indicated by a continuous stripe on the pavement but it is identified as a bikeway with signs.

- Blossom Hill Road has Class II bike lanes between Almaden Expressway and Snell Avenue.
- Santa Teresa Boulevard has Class II bike lanes between SR 85 and Bernal Road. An off-street path begins just north of the junction of Santa Teresa Boulevard and SR 85, and is available to bicyclists and pedestrians.
- Blossom Avenue has Class II bike lanes between SR 85 and Santa Teresa Boulevard.
- Class II bike lanes also are provided on Calero Avenue and Cahalan Avenue in the vicinity of the site.

The streets adjacent to the site – Blossom Hill Road and Blossom Avenue – have sidewalks on both sides of the street and crosswalks at the signalized intersection fronting the site. Other pedestrian facilities in the study area consist of sidewalks along all of the previously described surface streets.

### *Bus Service*

Existing transit service to the study area is provided by the VTA and is described below.

The *27 line* provides service between Santa Teresa Hospital and West Valley College, with 30-minute headways during commute hours. The 27 line operates along Blossom Hill Road in the study area.

The *102 line* is an express route that provides service between South San José and Palo Alto, with 30- to 60-minute headways during commute hours. The 102 line operates along SR 85 and I-280 with stops on Santa Teresa and Blossom Hill Road.

The *501 line* provides service between Palo Alto and IBM/Bailey Avenue, with 30- to 40-minute headways during commute hours. The 501 line operates along Santa Teresa Boulevard, SR 85, SR 87 and I-280.



### *Light Rail Transit (LRT) Service*

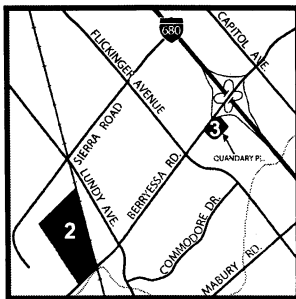
Santa Clara Valley Transportation Authority (VTA) currently operates the 36.9-mile light rail transit (LRT) line system extending from south San José through downtown to the northern areas of San José, Santa Clara, Mountain View, Milpitas, and Sunnyvale. Service operates 24-hours, every 15 minutes during much of the day.

The proposed site is the location of a current Park and Ride lot, which is situated adjacent to the Blossom Hill LRT station.

### *Caltrain*

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. Light rail provides direct service to the Blossom Hill Caltrain station, which is located approximately three miles east of the site on Monterey Highway. Caltrain provides service with approximately 20- to 30-minute headways during commute hours.

### *Sites 2 and 3*



Site 2 is a 13.5-acre site located on the north side of Berryessa Road, just west of the Union Pacific Railroad tracks.

Site 3 is a 3.4-acre site located on the south side of Berryessa Road, east of Jackson Avenue.

### *Regional Access*

US 101 is a north/south freeway with six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes in the vicinity of Sites 2 and 3. The HOV lanes terminate south of Cochrane Road in Morgan Hill. A full interchange is located near the sites at Oakland Road.

I-880 is a north/south freeway providing regional access from East Bay cities to San José, where it ultimately becomes SR 17 and extends into Santa Cruz. Within the Cities of San José and Milpitas, I-880 primarily is a six-lane freeway as a result of the recent freeway widening between US 101 and Montague Expressway. North of Great Mall Parkway, I-880 widens to eight lanes. Access to and from Sites 2 and 3 is provided via an interchange at Old Bayshore Highway.

I-680 is a north/south freeway that extends from Contra Costa County south to Santa Clara County where it connects to I-280 at its interchange with US 101. I-680 has four lanes in each direction in the vicinity of the amendment sites. The I-680 interchange at Berryessa Road provides access to and from Sites 2 and 3.

### *Local Access*

Hedding Street is a four-lane, east-west minor arterial that begins at Winchester Boulevard as a transition from Pruneridge Avenue. Hedding extends eastward to US 101, where its name changes to *Berryessa Road*. Berryessa Road widens to six lanes east

of Lundy Avenue/King Road and is a major arterial that provides direct access to Sites 2 and 3.

*Lundy Avenue* is a four-lane north-south divided roadway with a landscaped median. Lundy has a posted speed limit of 40 mph and contains bike lanes from Trade Zone Boulevard to Berryessa Road. South of Berryessa Road, Lundy Avenue becomes *King Road*. Lundy Avenue provides access to Sites 2 and 3 via Berryessa Road.

*Brokaw Road* is a six-lane arterial that connects I-880 and I-680. East of I-880, Brokaw Road changes designation to *Murphy Avenue* and then to *Hostetter Road* near I-680. Near the amendment sites, Hostetter Road is a six-lane divided roadway with a landscaped median and a posted speed limit of 40mph. West of North First Street, Brokaw Road changes designation to *Airport Parkway*. Brokaw Road provides access to the sites via Lundy Avenue and Oakland Road.

*Oakland Road* is a two-lane north-south arterial that connects Brokaw Road and Berryessa Road. Old Oakland Road becomes *Main Street* north of Montague Expressway and *13<sup>th</sup> Street* south of Berryessa Road. Current plans include widening Oakland Road to six lanes between US 101 and Montague Expressway. The widening of Oakland Road is planned to be constructed in phases as funding becomes available. The first phase of construction has been funded and is planned to occur in 2004/2005 between Commercial Street and Brokaw Road. The schedule for subsequent phases has not yet been determined. The planned widening does not include improvements to side streets. Oakland Road provides access to the sites via Berryessa Road.

*Flickinger Avenue* is a north-south minor arterial that begins within the residential neighborhood north of Hostetter Road, and extends southward to Berryessa Road. South of Berryessa Road Flickinger Avenue changes designation to *Jackson Avenue*, eventually terminating at Story Road. Flickinger Avenue provides access to the sites via Berryessa Road.

*Taylor Street* is a two-lane, arterial that begins at The Alameda as a transition from *Naglee Avenue* and extends eastward into east San José. A full interchange with SR 87 now exists due to the Route 87 Freeway Upgrade Amendment. Taylor becomes *Mabury Road*, a minor arterial, at US 101. Mabury Road provides access to the sites via Jackson Avenue and Lundy Avenue.

### *Existing Bicycle and Pedestrian Facilities*

According to the City of San José Transportation Bicycle Network and the VTA Santa Clara Valley Bikeways Map, there are numerous City- and County-designated bikeways within the vicinity of Sites 2 and 3. Bike lanes are provided on Oakland Road, Brokaw Road/Murphy Avenue/Hostetter Road, Lundy Avenue, Berryessa Road, Flickinger Avenue and Mabury Road. The extensive network of bike facilities in the area provides bicyclists with the opportunity to use the local roadways near the sites for commuting purposes.

- Oakland Road has Class II bike lanes between Hedding Street/Berryessa Road and Calaveras Boulevard.

- Brokaw Road/Murphy Avenue has Class II bike lanes between SR 87 and Capitol Avenue.
- Lundy Avenue has Class II bike lanes between Berryessa Road and Trade Zone Boulevard.
- Berryessa Road has Class II bike lanes between US 101 and Capitol Avenue.
- Flickinger Avenue has Class II bike lanes between Murphy Avenue/Hostetter Road and San Antonio Street.
- Mabury Road has Class II bike lanes between 22<sup>nd</sup> Street and White Road.

Berryessa Road has sidewalks on both sides of the street, as well as crosswalks at its intersection with Lundy Avenue. Other pedestrian facilities in the study area consist of sidewalks along all of the previously described local streets.

### *Existing Transit Service*

The *12 line* provides service between the Eastridge Transit Center and the San José Civic Center on weekends only, with 30-minute headways. The 12 line operates along Berryessa Road and King Road in the study area.

The *36 line* provides service between Vallco Fashion Park and East San José, with 30-minute headways during commute hours. The 36 line operates along Berryessa Road and King Road in the study area.

The *62 line* provides service between Los Gatos and Piedmont Hills, with 15- to 30-minute headways during commute hours. The 62 line operates along Berryessa Road and King Road in the study area.

The *70 line* provides service between Milpitas and the Capitol LRT station, with 15-minute headways during commute hours. The 70 line operates along Flickinger Road and Hostetter Road in the study area.

The *77 line* provides service between Milpitas and Evergreen College, with 15- to 30-minute headways during commute hours. The 77 line operates along Lundy Avenue/King Road in the study area.

### *Light Rail Transit Service*

On June 24, 2004, the VTA completed construction and begun operation of the Tasman East/Capitol Light Rail to the east valley. The Tasman East/Capitol Light Rail is an 8.2-mile extension of VTA Light Rail transit into Milpitas and East San José. Eleven new stations, including one at the intersection of Capitol Avenue and Berryessa Road are within one mile of Site 2 and a few blocks from Site 3.

The Tasman East/Capitol Avenue light rail line begins in Milpitas just west of I-880 and ends at Alum Rock Avenue to the south of Hostetter Road.

The recently opened light rail extension added eight new stations including Great Mall/Main, Montague, Cropley, Hostetter, Berryessa, Penitencia Creek, McKeem and

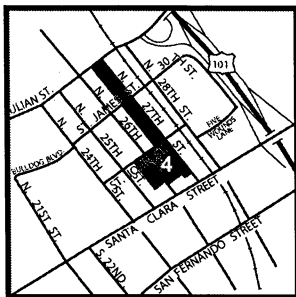
Alum Rock, with provisions for another potential station (Gay Avenue) in the future. Light rail operates in the median of Capitol Avenue, with two vehicle travel lanes and a bike lane in each direction paralleling the tracks. At intersections, additional traffic lanes will be provided to accommodate left and right turns.

### Bay Area Rapid Transit (BART)

The VTA evaluated 11 transportation alternatives as part of the South Bay Corridor Major Investment Study (MIS). The BART extension to Milpitas, San José, and Santa Clara was selected following the completion of the MIS in November 2001.

The MIS screening and evaluation process resulted in the adopting of a Preferred Investment Strategy by the VTA Board of Directors on November 9, 2001. The alignment of the Preferred Investment Strategy travels along the eastern boundary of the amendment site on the existing Union Pacific right-of-way and includes the location of a station just south of the amendment site on the parcel currently occupied by the Flea Market.

### Site 4



Site 4 is a 6.9-acre site located on property that extends from the southeast corner of Julian Street and 27<sup>th</sup> Street, to the south side of East St. John Street and both sides of North 26<sup>th</sup> Street.

### Regional Access

US 101 is a north/south freeway with six mixed-flow lanes and two HOV lanes in the vicinity of the amendment site. The HOV lanes terminate south of Bernal Road in south San José.

A full interchange is located near the site at McKee Road.

SR 87 is a four-lane freeway, with one HOV lane, that is aligned in a north-south orientation. SR 87 begins at its interchange with SR 85 and extends northward to US 101. SR 87 was recently upgraded to a grade separated freeway between Julian Street and US 101. The upgrade includes new full interchanges at Taylor Street and Skyport Boulevard. Future improvements include adding two HOV lanes south of Julian Street. Access to the site is provided via its interchange with Julian Street.

*I-680* is a north/south freeway that extends from Contra Costa County south to Santa Clara County where it connects to I-280 at its interchange with US 101. I-680 has six lanes north of SR 237 and eight lanes south of SR 237. The I-680 interchange at McKee Road provides the nearest freeway access to and from the amendment site.

### Local Access

*Julian Street* is primarily a one-way westbound two-lane arterial within the downtown area. West and east of the downtown core at SR 87 and 17<sup>th</sup> Street, respectively, Julian Street is generally a two-way, two-lane facility. East of US 101, Julian Street transitions into *McKee Road*. Planned improvements include realigning Julian Street and converting it from a one-way arterial to a two-way local street east of 4<sup>th</sup> Street. St. James Street

would also be converted to a two-way street east of 4<sup>th</sup> Street. Julian Street and McKee Road provide direct access to the site.

*Santa Clara Street* is a four-lane east-west arterial located south of the site. East of US 101 Santa Clara Street becomes *Alum Rock Avenue*. West of SR 87 Santa Clara Street becomes *The Alameda*. Santa Clara Street provides access to the site via 27<sup>th</sup> Street.

*Lundy Avenue* is a four-lane north-south divided roadway with a landscaped median. Lundy has a posted speed limit of 40 mph and contains bike lanes from Trade Zone Boulevard to Berryessa Road. South of Berryessa Road, Lundy Avenue becomes King Road. Lundy Avenue provides access to the site via McKee Road.

*Twenty-fourth Street* is a residential street that provides access to the site via McKee Road. 24<sup>th</sup> Street begins at Julian Street and extends southward to become *McLaughlin Avenue* south of William Street. McLaughlin Avenue provides direct access to I-280.

#### *Existing Bicycle and Pedestrian Facilities*

According to the City of San José Transportation Bicycle Network and the VTA Santa Clara Valley Bikeways Map, there are numerous City- and County-designated bikeways within the vicinity of amendment site.

- 21<sup>st</sup> Street has Class II bike lanes between Santa Clara Street and William Street, and between Taylor Street and Julian Street.
- 17<sup>th</sup> Street has Class II bike lanes between Berryessa Road and Santa Clara Street.

Pedestrian facilities in the study area consist primarily of sidewalks along the streets in most residential and commercial areas. Sidewalks are found along virtually all previously described local roadways in the study area.

#### *Existing Transit Service*

The *12 line* provides service between the Eastridge Transit Center and the San José Civic Center on weekends only, with 30-minute headways. The 12 line operates along King Road and provides service to downtown San José.

The *64 line* provides regular service between the Almaden LRT station and the intersection of Alum Rock & Miguelita in San José with 15-minute headways during commute hours. The 64 line operates along Alum Rock Avenue/Santa Clara Street and provides service to downtown San José.

The *72 line* provides service between downtown San José and the Santa Teresa LRT station, with 15- to 30-minute headways during commute hours. The 72 line operates along 24<sup>th</sup> Street south of San Antonio Street in the study area.

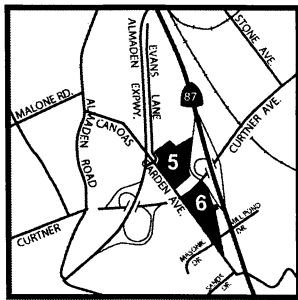
The *77 line* provides service between Milpitas and Evergreen College, with 15- to 30-minute headways during commute hours. The 77 line operates along Lundy Avenue/King Road in the study area.

The 81 line provides service between Milpitas and Evergreen College, with 15- to 30-minute headways during commute hours. The 81 line operates along McKee Road/Julian Street and provides service to downtown San José.

#### *Light Rail Transit Service*

The nearest LRT station is the Alum Rock Station, approximately 1.75 miles from the easterly boundary of Site 4.

#### *Sites 5 and 6*



Site 5 is a 8.3-acre site bounded by SR 87, Curtner Avenue and Canoas Garden Avenue. Site 6 is a 4.9-acre site located on the southeast corner of Curtner Avenue and Canoas Garden Avenue.

#### *Regional Access*

SR 87 is a four-lane freeway, with one HOV lane, that is aligned in a north-south orientation. SR 87 begins at its interchange with SR 85 and extends northward to US 101. SR 87 was recently upgraded to a grade separated freeway between Julian Street and US 101. The upgrade includes new full interchanges at Taylor Street and Skyport Boulevard. Future improvements include adding two HOV lanes south of Julian Street. Access to both sites is provided via its interchange with Curtner Avenue.

I-280 is a north-south freeway that extends from San Francisco to San José and varies in width between six and eight lanes. I-280 is oriented in an east-west direction and is eight lanes wide (including two HOV lanes) in the vicinity of the sites. I-280 provides access to both sites via a full-access interchange at SR 87.

*Monterey Highway (SR 82)* is a state highway that is a north-south six-lane major arterial in the vicinity of the sites. It extends from Gilroy in the south to central San José in the north, where SR 82 eventually becomes El Camino Real, extending north to San Francisco. Monterey highway provides access to both sites via Curtner Avenue.

#### *Local Access*

*Curtner Avenue* is an east-west major arterial street extending from Camden Avenue near SR 17 to Tully Road just east of Monterey Road. It is four lanes wide in the vicinity of the sites. Curtner Avenue would provide direct access to both sites.

*Tully Road* is an east-west major arterial street extending from Monterey Road to Ruby Avenue in east San José. It is six lanes wide in the vicinity of the site. Tully Road provides access to both sites via its connection to Curtner Avenue.

*Almaden Expressway* is a north-south six-lane expressway extending from San José Avenue just north of the GPA sites to the Almaden Valley in south San José. Almaden Expressway provides access to both sites via a full-access interchange at Curtner Avenue.

*Lincoln Avenue* is a north-south minor arterial street extending from Park Avenue north of I-280, to its junction with Almaden Expressway. It is four lanes wide in the vicinity of the GPA sites. Lincoln Avenue would provide access to both sites via Curtner Avenue.

*Canoas Garden Avenue* is a north-south street extending from Sands Drive south of the site, to on/off-ramps at Almaden Expressway. Canoas Garden begins again on the north side of Almaden Expressway and terminates at Old Almaden Road. It is two lanes wide in the vicinity of the GPA sites. Canoas Garden Avenue would provide direct access to both sites.

### *Existing Bicycle and Pedestrian Facilities*

According to the City of San José Transportation Bicycle Network and the VTA Santa Clara Valley Bikeways Map, there are numerous city- and county-designated bikeways in the study area.

- Monterey Road has a City of San José Class II bicycle lane south of Curtner Avenue.
- Curtner Avenue has a City of San José and Santa Clara County Class II bicycle lane west of Monterey Road (continues as Tully Road to the east).
- Tully Road has a City of San José and Santa Clara County Class II bicycle lane east of Monterey Road (continues as Curtner Avenue to the west).
- Seventh Street has a City of San José and Santa Clara County Class II bicycle lane north of Tully Road.
- Tenth Street is a City of San José Class III bicycle route north of Tully Road.
- Senter Road has a City of San José and Santa Clara County Class II bicycle lane between Story Road/Keyes Street and Phelan Avenue.
- Minnesota Avenue is a City of San José Class III bicycle route between Bird Avenue and the Guadalupe River.
- Bird Avenue is a City of San José Class III bicycle route between Minnesota Avenue and Malone Road.
- Malone Road is a City of San José Class III bicycle route between Bird Avenue and Lincoln Avenue.
- Lincoln Avenue is a City of San José Class III bicycle route between Malone Road and Curtner Avenue.
- Willow Street has a City of San José Class II bicycle lane between Lincoln Avenue and the Guadalupe River.
- Bird Avenue has a City of San José Class III bicycle route north of Willow Street.
- Narvaez Avenue has a Santa Clara County Class II bicycle lane north of Capitol Expressway.

East of and adjacent to SR 87 is a City of San José and Santa Clara County multi-use trail between Willow Street and Curtner Avenue, which continues southward to connect to the bicycle lane on Narvaez Avenue. This path accesses the Tamien Caltrain/Light Rail station and the Curtner Light Rail Station. Bike lockers and bike racks are provided at



both the Tamien and Curtner LRT stations. These bike paths are also available for use by pedestrians.

The streets fronting the GPA sites – Curtner Avenue and Canoas Garden Avenue – have sidewalks on both sides and crosswalks at the signalized intersection of Curtner Avenue and Canoas Garden Avenue. Other pedestrian facilities in the study area consist of sidewalks along many of the streets, as well as the pedestrian path described in the previous paragraph.

#### *Existing Transit Service*

The *26 line* provides regular service between Eastridge in San José and Lockheed in Sunnyvale via Curtner Avenue and Tully Road, with 20-minute headways during commute hours. The 26 line has stops at the Curtner LRT station and at the corner of Monterey Highway and Curtner Avenue.

The *64 line* provides regular service between the Almaden LRT station and the intersection of Alum Rock & Miguelita in San José via Lincoln Avenue west of the sites, with 15-minute headways during commute hours.

The *66 line* provides regular service between Santa Teresa Hospital and Milpitas via Monterey Highway, with 15-minute headways during commute hours.

The *68 line* provides regular service between the San José Diridon Caltrain Station and Gilroy/Gavilan College via Monterey Highway, with 15-minute headways during commute hours.

The *501 line* provides express service between Palo Alto and IBM/Bailey Avenue in south San José via SR 87, with 30- to 40-minute headways during commute hours.

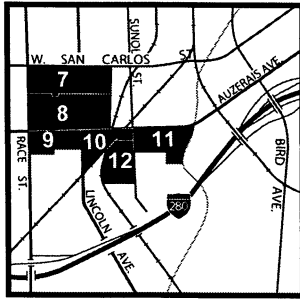
#### *Light Rail Transit Service*

The Curtner LRT station is located adjacent to Sites 5 and 6. The Curtner LRT station provides a direct connection to VTA bus service and offers bicycle lockers. LRT service operates 24 hours, every 15 minutes during much of the day. The location of the proposed GPA site provides excellent access to light rail service in the area.

#### *Caltrain*

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. There are two Caltrain stations located within two miles of the GPA sites. The Tamien Caltrain station is located near SR 87 and Alma Avenue. The Capitol Caltrain station is located near Monterey Road and Hillsdale Avenue and includes a Park & Ride lot. Caltrain provides service with approximately 20- to 30-minute headways during commute hours.

### *Midtown Sites 7-12*



The midtown sites include six different General Plan amendments. Site 7 is a 6.1-acre site located on both sides of Lincoln Avenue between West San Carlos Street and 640 feet north of Auzerais Avenue. Site 8 is a 14.8-acre site located on both sides of Lincoln Avenue between Auzerais Avenue and 250 feet south of West San Carlos Street. Site 9 is a 5.8-acre site located on the south side of Auzerais Avenue between Race Street and Lincoln Avenue. Site 10 is a 5.9-acre site located on the south side of Auzerais Avenue between Lincoln Avenue and Sunol Street. Site 11 is a 7.1-acre site located on the south side of Auzerais Avenue between Sunol Street and Los Gatos Creek. Site 12 is a 5.1-acre site located on the northwest corner of Savaker Street and Sunol Street.

### *Regional Access*

*I-280* extends from US 101 in San José to I-80 in San Francisco. It is generally an eight-lane freeway in the vicinity of downtown San José. It also has auxiliary lanes between some interchanges. The section of I-280 just north of the Bascom Avenue over-crossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. Access to the GPA sites to and from I-280 is provided via full interchanges at Bird Avenue and Meridian Avenue. Site access from I-280 also is available indirectly via an interchange with SR 87.

*SR 87* is a four-lane freeway that is aligned in a north-south orientation. SR 87 begins at its interchange with SR 85 and extends northward to US 101. SR 87 is currently being upgraded to a grade separated freeway between Julian Street and US 101. At its completion, full interchanges will be provided at Taylor Street and Skyport Boulevard. Future improvements include adding two HOV lanes south of Julian Street. Access to the GPA sites is provided via partial interchanges at Park Avenue (SB off-ramp and NB on-ramp), Auzerais Avenue (SB on-ramp) and Woz Way (NB off-ramp).

*I-880* is a north/south freeway providing regional access from East Bay cities to San José, where it becomes SR 17 and extends into Santa Cruz. Within the Cities of San José and Milpitas, I-880 is primarily a six-lane freeway as a result of the recent freeway widening between US 101 and Montague Expressway. North of Great Mall Parkway, I-880 widens to eight lanes. I-880 provides access to the GPA sites via a full interchange at I-280.

### *Local Access*

*Auzerais Avenue* is a two-lane major collector providing access to southbound SR 87 and the GPA sites. Auzerais extends east to west from Woz Way to Meridian Avenue. Land uses located along Auzerais are generally residential and light industrial.

*San Carlos Street* is an east-west four-lane minor arterial that extends from San José State University westward, ultimately becoming *Stevens Creek Boulevard* west of Bascom Avenue. Land uses located along San Carlos are generally retail, with parking and

sidewalks provided on both sides of the street. San Carlos is grade separated where it passes over the Southern Pacific Railroad tracks.

*Park Avenue* is a major collector in the vicinity of the GPA sites providing direct access to SR 87. Park extends east to west from Market Street to Meridian Avenue where it bends to the north, terminating at Santa Clara University. Between Market Street and Delmas Avenue, Park consists of four lanes. Park narrows to two lanes between Delmas and Montgomery Street, and widens back to four lanes from Montgomery to Sunol Street. Park consists of two lanes from Sunol to its terminus at Santa Clara University. Bike lanes are located along this two-lane segment of Park. Land uses located along Park Avenue are predominantly residential and commercial.

*San Fernando Street* is a two-lane east-west roadway that extends from the San José Diridon Station through downtown San José.

*The Alameda* is generally a four-lane north-south minor arterial that runs from Santa Clara University to the downtown San José area where it becomes *Santa Clara Street*. The Alameda provides access to the GPA sites via Race Street and Sunol Street.

*Parkmoor Avenue* runs parallel to and north of I-280, providing direct access to I-280 from the GPA sites. Parkmoor is a one-way street between Meridian Avenue and Bascom Avenue in the westward direction. Within the amendment area, Parkmoor consists of two lanes between Lincoln Avenue and Race Street and four lanes between Race Street and Meridian Avenue.

*Meridian Avenue* is a north-south minor arterial extending from Park Avenue south to the Almaden Valley. Meridian has an interchange with I-280. Land uses located along Meridian in the area are generally commercial.

*Race Street* is a two-lane roadway extending from The Alameda to just south of I-280, where it becomes *Cherry Avenue*. Within the Midtown Specific Plan area, Race Street is designated as a major collector. Land uses located along Race are generally commercial. Race Street has a partial interchange (northbound off-ramp) with I-280.

*Lincoln Avenue* is a two-lane north-south collector that becomes a minor arterial, surrounded by a mix of commercial and light industrial land uses within the area of the GPA sites. It extends south through Willow Glen.

*Sunol Street* is a north-south two-lane street that extends from I-280 to The Alameda through a mix of residential and light industrial land uses.

*Bird Avenue* is a four- to six-lane north-south minor arterial that provides access to I-280 and the downtown area. Bird Avenue extends from the Willow Glen area of San José to Park Avenue, where it splits into a pair of one-way streets – Montgomery Street and Autumn Street.

*Montgomery Street* is a one-way (southbound) minor arterial that runs between Santa Clara Street and Park Avenue, after which it becomes Bird Avenue.

*Autumn Street* is a one-way (northbound) minor arterial between Santa Clara Street and Park Avenue. North of Santa Clara Street, it becomes a two-way arterial that extends northward to Julian Street.

*Delmas Avenue* is a north-south street. Delmas is a designated southbound one-way street between Park and Auzerais. The segment between San Fernando Street and Santa Clara Street serves two-way traffic. Currently, Delmas Avenue has only one travel lane with on-street parking on the segment between San Fernando Street and Park Avenue. Between Park Avenue and San Carlos Street, Delmas Avenue widens to a two-lane street. At Auzerais Avenue, Delmas Avenue provides direct access to southbound SR 87.

### *Existing Bicycle and Pedestrian Facilities*

The Guadalupe River Trail extends from Discovery Meadow at Woz Way to the Arena Green located adjacent to the HP Pavilion. This paved trail is a Class I Bikeway that is shared with pedestrians and is separated from motor vehicle traffic. The trail is located on the east bank of the Guadalupe River.

None of the streets in the study area include Class II county-designated bike lanes. However, the City of San José Transportation Bicycle Network (TBN) identifies the following existing Class III bike routes in the vicinity of the GPA sites:

- Bird Avenue, between Willow Street and Park Avenue
- Montgomery and Autumn Streets, between Park Avenue and Santa Clara Street
- The Alameda, between Autumn Street and Saratoga Avenue
- Park Avenue, between Meridian Avenue and Taylor Street

Pedestrian facilities in the study area include sidewalks, pedestrian push buttons and signal heads at intersections. Sidewalks are found along all of the previously described local roadways in the study area and along the streets and collectors near the GPA sites. The San José Diridon Caltrain/Amtrak station is located to the north on Cahill Street, within walking distance of Sites 7-12.

### *Existing Transit Service*

The Midtown area is served directly by several local bus lines. Access to the downtown core from outside its boundaries is provided by numerous bus lines. The bus lines that operate closest to Sites 7-12 are listed in Table 9, including their terminus points and commute hour headways.

MTA also provides a shuttle service within the study area. The downtown area shuttle (DASH) provides shuttle service from the San José Diridon Caltrain station to the Paseo De San Antonio and Convention Center LRT stations via San Fernando Street and West San Carlos Street. West San Carlos Street is adjacent to and/or within reasonable walking distance of all the Midtown sites.

<p align="center"><b>TABLE 9</b> <b>Bus Service for the Midtown Sites</b></p>		
<b>Route</b>	<b>Route Description</b>	<b>Headways<sup>11</sup> (minutes)</b>
Local Route 22	Eastridge to Palo Alto/Menlo Park Caltrain Station	10-20
Local Route 23	Downtown SJ to San Antonio Shopping Center and Foothill College	15-30
Local Route 36	Vallco Fashion Park to East San José	30
Local Route 63	San José State University to Almaden Valley	30
Local Route 64	Almaden LRT station to Alum Rock and Miguelito	15
Local Route 65	Almaden LRT Station to San José State University	30
Local Route 66	Santa Teresa Hospital to Milpitas	15
Local Route 68	San José Diridon Station to Gilroy/Gavilan College	15
Local Route 81	Vallco Fashion Park to East San José	15-30
Local Route 85	Lawrence Expwy and Moorpark to 10 <sup>th</sup> St and Hedding	30
Route 300*	East San José to the Palo Alto Caltrain Station	20-30
Route 304*	South San José to Mountain View	15.30
Route 305*	Santa Teresa Caltrain Station to Mountain View Transit Center	60
Exp Route 180	San José Diridon Station to Fremont BART Station	15.20
Exp Route 501	IBM Bailey Road to Palo Alto	30-40
Exp Route 503	Eastridge to Palo Alto	30-60
Highway 17 Exp	Downtown San José to Scotts Valley	15.60
* denotes limited stop buses		

### *Light Rail Transit Service*

The VTA currently operates the 36.9-mile LRT system extending from south San José through downtown to the northern areas of San José, Santa Clara, Mountain View and Sunnyvale. The service operates 24-hours a day every 15 minutes most of the day with 10-minute headways during peak hours.

Currently, the LRT station closest to the Midtown sites is located next to the Children's Discovery Museum approximately 0.65 miles from easternmost boundary of the Midtown sites. Construction of the Vasona Light Rail Extension Amendment began in March 2001, and includes construction of a new LRT station adjacent to the Midtown sites. Service between downtown San José and Winchester Boulevard in Campbell is anticipated to begin in January 2006. The Vasona LRT amendment is described below.

The 6.8-mile Vasona Light Rail Extension currently is under construction. The extension will add 11 new stations between Woz Way and Los Gatos, and includes construction of a new traffic signal at the intersection of Auzerai Avenue and Sunol Street. The Vasona line will operate primarily in the existing Union Pacific Railroad right-of-way between the San José Diridon station and Vasona junction, with the segment between the San Fernando and San José Diridon stations operating within a tunnel. The first phase will be a 5.3-mile extension from downtown San José to the Winchester station in Campbell and will add nine new stations. These will include the San Fernando, San José Diridon, Race,

<sup>11</sup> During peak periods

Fruitdale, Bascom, Hamilton, Downtown Campbell, Winchester and West San Carlos Street stations. The proposed West San Carlos Station will be near the Midtown sites. The second phase of this amendment will include a 1.5-mile segment from the Winchester station in Campbell to the Vasona junction in Los Gatos and will add the Hacienda and Vasona Junction stations. Expected daily ridership on the Vasona Light Rail Extension is 8,000 to 9,000 riders.

### Existing Intersection Levels of Service

“Level of Service” is a method for expressing the level of congestion in a particular intersection. It is a specific relationship between the capacity of the intersection and the amount of traffic that it serves. The definitions for levels of service for signalized intersections are summarized in Table 10.

<b>TABLE 10</b> <b>Intersection Level of Service Definitions Based on Delay</b>		
<b>LOS</b>	<b>Definition</b>	<b>Average Stopped Delay per Vehicle<sup>12</sup></b>
A	No congestion. All vehicles clear in a single signal cycle.	≤ 5.0
B+	Very light congestion. All vehicles clear in a single signal cycle.	5.0 – 7.0
B		7.0 – 13.0
B-		13.0 – 15.0
C+	Light congestion, occasional backups on some approached or turn pockets.	15.1 – 17.0
C		17.1 – 23.0
C-		23.1 – 25.0
D+	Significant congestion on some approached but intersection is functional. Vehicles required to wait through more than one cycle during short peaks.	25.1 – 28.0
D		28.1 – 37.0
D-		37.1 – 40.0
E+	Sever congestion with some long back ups. Blockage of intersection may occur. Vehicles are required to wait through more than one cycle.	40.1 – 44.0
E		44.1 – 56.0
E-		56.1 – 60.0
F	Total breakdown. Stop and go conditions.	> 60.0

The existing and background<sup>13</sup> traffic information is provided for intersections in each of the 12 site areas in order to establish existing conditions, as required by CEQA, and to identify possible constraints to future development. A total of 54 intersections were evaluated in the vicinity of all 12 of the General Plan amendment sites.

<sup>12</sup> Measured in seconds.

<sup>13</sup> Background traffic is existing conditions plus traffic from approved but not yet built development projects.

TABLE 11 Existing and Background Intersection LOS					
Intersection	Peak Hour	Existing		Background	
		Ave. Delay	LOS	Ave. Delay	LOS
Site 1					
SR 85 and Blossom Hill Road (E)*	AM	26.7	C	26.7	C
	PM	29.1	C	29.1	C
SR 85 and Blossom Hill Road (W)*	AM	39.1	D	39.1	D
	PM	50.0	D	50.0	D
Blossom Hill Road and Santa Teresa Blvd.*	AM	39.2	D	39.2	D
	PM	38.6	D	38.7	D
Blossom Hill Road and Snell Avenue*	AM	42.6	D	41.8	D
	PM	45.9	D	46.8	D
Santa Teresa Blvd and Snell Avenue*	AM	35.2	C	35.2	C
	PM	32.4	C	30.0	C
Blossom Avenue and Santa Teresa Blvd*	AM	22.2	C	22.2	C
	PM	20.7	C	20.7	C
Blossom Hill Road and Cahalan Avenue	AM	27.3	C	27.3	C
	PM	26.3	C	26.3	C
Blossom Hill Road and Lean Avenue	AM	24.0	C	22.6	C
	PM	21.4	C	20.7	C
Branham Lane and Snell Avenue	AM	34.1	C	34.4	C
	PM	36.5	D	37.6	D
Sites 2 and 3					
Brokaw Road and I-880 (W)*	AM	38.8	D	54.1	D
	PM	32.5	C	36.0	D
Brokaw Road and I-880 (E)*	AM	17.0	B	25.3	C
	PM	14.6	B	16.7	B
Brokaw Road and Oakland Road*	AM	41.6	D	58.3	E
	PM	46.6	D	47.8	D
Lundy Avenue and Murphy Avenue*	AM	41.8	D	46.4	D
	PM	41.2	D	43.0	D
Flickinger Avenue and Hostetter Road	AM	24.5	C	23.0	C
	PM	23.6	C	25.8	C
I-680 and Hostetter Road	AM	26.3	C	21.5	C
	PM	18.2	B	15.7	B
Capitol Avenue and Hostetter Road	AM	45.7	D	44.1	D
	PM	41.3	D	41.4	D
Lundy Avenue and Tradezone Blvd	AM	22.7	C	33.5	C
	PM	33.1	C	39.8	D
Lundy Avenue and McKay	AM	13.7	B	20.5	C
	PM	12.0	B	16.5	B
Lundy Avenue and Sierra Road	AM	31.4	C	31.4	C
	PM	21.6	C	21.6	C
Oakland Road and US 101 (N)*	AM	50.0	D	59.0	E
	PM	25.1	C	25.9	C



**TABLE 11 *Continued***  
**Existing and Background Intersection LOS**

Intersection	Peak Hour	Existing		Background	
		Ave. Delay	LOS	Ave. Delay	LOS
Oakland Road and US 101 (S)*	AM	26.8	C	25.9	C
	PM	37.4	D	38.0	D
Lundy Avenue and Berryessa Road	AM	44.0	D	53.3	D
	PM	46.9	D	44.3	D
Flickinger Avenue and Berryessa Road	AM	40.9	D	42.8	D
	PM	40.8	D	40.0	D
Capitol Avenue and Berryessa Road	AM	47.1	D	47.0	D
	PM	46.6	D	46.5	D
Oakland Road and Hedding Street	AM	45.6	D	57.9	E
	PM	38.4	D	42.7	D
King Road and Mabury Road	AM	40.6	D	38.5	D
	PM	36.8	D	37.4	D
Jackson Avenue and Mabury Road	AM	42.8	D	40.1	D
	PM	39.3	D	40.9	D
Capital Avenue and Mabury Road	AM	43.7	D	41.6	D
	PM	40.4	D	41.4	D
Piedmont Road and Berryessa Road	AM	36.1	D	36.3	D
	PM	32.6	C	32.6	C
Piedmont Road and Sierra Road	AM	27.0	C	27.0	C
	PM	24.9	C	24.8	C
<i>Site 4</i>					
US 101 and Alum Rock Avenue	AM	10.0	A	9.6	A
	PM	15.4	B	16.7	B
US 101 and Santa Clara Street	AM	12.0	B	10.9	B
	PM	16.4	B	15.4	B
King Road and Alum Rock Avenue	AM	31.9	C	32.1	C
	PM	35.0	D	33.8	C
US 101 and Julian Street	AM	19.5	B	16.9	B
	PM	27.3	C	25.8	C
US 101 and McKee Road	AM	19.4	B	19.3	B
	PM	24.0	C	23.8	C
24 <sup>th</sup> Street and Julian Street	AM	17.8	B	17.8	B
	PM	12.4	B	12.4	B
King Road and McKee Road	AM	41.0	D	51.8	D
	PM	48.4	D	47.1	D
24 <sup>th</sup> Street and San Antonio Road	AM	14.4	B	14.4	B
	PM	12.6	B	12.6	B
24 <sup>th</sup> Street and Santa Clara Street	AM	28.1	C	26.8	C
	PM	28.5	C	27.7	C
26 <sup>th</sup> Street and Santa Clara Street	AM	12.9	B	12.9	B
	PM	16.4	B	16.4	B

TABLE 11 <i>Continued</i> Existing and Background Intersection LOS					
Intersection	Peak Hour	Existing		Background	
		Ave. Delay	LOS	Ave. Delay	LOS
<i>Sites 5 and 6</i>					
Curtner Avenue and Monterey Road*	AM	36.0	D	39.0	D
	PM	43.5	D	45.0	D
SR 87 and Curtner Avenue (E)	AM	24.5	C	25.3	C
	PM	35.8	D	40.1	D
SR 87 and Curtner Avenue (W)	AM	19.4	B	20.9	C
	PM	10.6	B	15.9	B
Almaden Road and Curtner Avenue	AM	43.5	D	43.8	D
	PM	48.3	D	49.1	D
Almaden Expwy and Curtner Avenue	AM	22.6	C	21.8	C
	PM	9.1	A	10.3	B
Canoas Garden Avenue and Curtner Avenue	AM	24.1	C	25.6	C
	PM	22.3	C	23.2	C
Curtner Avenue and Lincoln Avenue	AM	45.0	D	45.5	D
	PM	39.9	D	40.0	D
<i>Midtown Sites 7-12</i>					
I-280 and Bird Avenue (N)*	AM	29.6	C	27.3	C
	PM	30.8	C	24.5	C
I-280 and Bird Avenue (S)*	AM	26.2	C	32.7	C
	PM	23.3	C	29.7	C
Bird Avenue and San Carlos Street*	AM	29.1	C	31.6	C
	PM	43.0	D	36.4	D
SR 87 NB off-ramp and Woz Way	AM	10.1	B	8.8	A
	PM	10.2	B	10.4	B
Bird Avenue and Auzerais Avenue	AM	27.3	C	24.4	C
	PM	21.8	C	22.1	C
Delmas Avenue and Auzerais Avenue	AM	15.5	B	16.2	B
	PM	16.7	B	17.5	B
Lincoln Avenue and Auzerais Avenue	AM	20.8	C	21.3	C
	PM	24.8	C	25.0	C
Meridian Avenue and Auzerais Avenue	AM	6.7	A	9.0	A
	PM	8.6	A	10.1	B
Race Street and Auzerais Avenue	AM	9.4	A	9.5	A
	PM	8.2	A	8.3	A
Woz Way and Auzerais Avenue	AM	13.4	B	12.7	B
	PM	20.1	C	19.1	B
Delmas Avenue and Park Avenue	AM	22.0	C	21.9	C
	PM	24.6	C	24.3	C
Lincoln Avenue and San Carlos Street	AM	30.2	C	30.7	C
	PM	35.5	D	40.7	D

<b>TABLE 11 <i>Continued</i></b> <b>Existing and Background Intersection LOS</b>					
<b>Intersection</b>	<b>Peak Hour</b>	<b>Existing</b>		<b>Background</b>	
		<b>Ave. Delay</b>	<b>LOS</b>	<b>Ave. Delay</b>	<b>LOS</b>
Meridian Avenue and Parkmoor Avenue	AM	29.7	C	31.6	C
	PM	29.0	C	38.0	D
Meridian Avenue and San Carlos Street	AM	35.5	D	38.2	D
	PM	39.6	D	41.8	D
Montgomery Street and Park Avenue	AM	17.8	B	18.5	B
	PM	28.1	C	27.9	C
Race Street and Park Avenue	AM	12.6	B	12.6	B
	PM	13.0	B	13.0	B
Race Street and San Carlos Street	AM	25.5	C	26.7	C
	PM	28.4	C	29.7	C
Sunol Street and San Carlos Street	AM	16.3	B	16.3	B
	PM	15.8	B	15.8	B
Sunol Street and Auzerai Avenue	AM	13.0	B	12.4	B
	PM	14.6	B	13.7	B
* Denotes a CMP intersection					

The existing levels of service near Site 1 for all of the major signalized intersections are an acceptable LOS D or better during both peak hours. All of the study intersections will also continue to operate at LOS D or better during both peak hours under background conditions.

The existing levels of service analysis near Sites 2 and 3 for all of the major signalized intersections are an acceptable LOS D or better during both peak hours. The addition of background traffic will cause the following three intersections to operate at an unacceptable LOS E during the AM peak hour:

Oakland Road and Brokaw Road  
Oakland Road and US 101 NB Ramps  
Oakland Road and Hedding Street

All other major signalized intersections would continue to operate at LOS D or better under background conditions.

The existing levels of service near Site 4 for all of the major signalized intersections are an acceptable LOS D or better during both peak hours. All of the study intersections will also continue to operate at LOS D or better during both peak hours under background conditions.

The existing levels of service near Sites 5 and 6 for all of the major signalized intersections are an acceptable LOS D or better during both peak hours. All of the study intersections will also continue to operate at LOS D or better during both peak hours under background conditions.

The existing levels of service analysis near the Midtown Sites for all of the major signalized intersections are an acceptable LOS D or better during both peak hours. All of the study intersections will also continue to operate at LOS D or better during both peak hours under background conditions.

### Existing Freeway Levels of Service

The LOS for freeway Segments is estimated based on vehicle density. Table 12 below defines LOS for freeway segments.

<b>TABLE 12</b>	
<b>Freeway Level of Service Based on Density</b>	
<b>Level of Service</b>	<b>Density (vehicles/mile/lane)</b>
A	< 10.0
B	10.0 – 16.0
C	16.1 – 24.0
D	24.1 – 46.0
E	46.1 – 55.0
F	> 55.0

Traffic volumes on freeway segments in the vicinity of the amendment sites were obtained from the Santa Clara County Congestion Management Program *2002 Monitoring & Conformance Report*, April 2003. The results of the analysis are summarized in Table 13. Under the CMP, it is acceptable for freeway segments to operate at LOS E or better.

TABLE 13					
Freeway Segments Level of Service					
Freeway Segment	Direction	Existing LOS			
		Mixed		HOV	
		AM	PM	AM	PM
Site 1					
SR 85, Cottle Road to Blossom Hill Road	NB	A	A	A	A
SR 85, Blossom Hill Road to SR 87	NB	E	B	A	A
SR 85, SR 87 to Almaden Expressway	NB	A	D	A	A
SR 85, Almaden Expressway to SR 87	SB	A	A	A	A
SR 85, SR 87 to Blossom Hill Road	SB	A	E	A	A
SR 85, Blossom Hill Road to Cottle Road	SB	A	A	A	A
SR 87, SR 85 to Capitol Expressway	NB	A	A	-	-
SR 87, Capitol Expressway to SR 85	SB	A	A	-	-
Sites 2 and 3					
US 101, I-280 to Santa Clara Street	NB	F	A	F	A
US 101, Santa Clara Street to McKee Road	NB	F	A	F	A
US 101, McKee Road to Oakland Road	NB	F	A	F	A
US 101, Oakland Road to I-880	NB	F	A	F	A
US 101, I-880 to Oakland Road	SB	A	F	A	F
US 101, Oakland Road to McKee Road	SB	A	F	A	B
US 101, McKee Road to Santa Clara Street	SB	A	F	A	A
US 101, Santa Clara Street to I-280	SB	A	F	A	A

**TABLE 13 Continued**  
**Freeway Segments Level of Service**

Freeway Segment	Direction	Existing LOS			
		Mixed		HOV	
		AM	PM	AM	PM
I-880, N. First Street to US 101	NB	F	F	-	-
I-880, US 101 to Brokaw Road	NB	F	F	-	-
I-880, Brokaw Road to Montague Expressway	NB	A	F	-	-
I-880, Montague Expressway to Brokaw Road	SB	A	F	-	-
I-880, Brokaw Road to US 101	SB	E	F	-	-
I-880, US 101 to N. First Street	SB	A	F	-	-
I-680, US 101 to King Road	NB	A	A	-	-
I-680, King Road to Capitol Expressway	NB	B	B	-	-
I-680, Capitol Expressway to Alum Rock Avenue	NB	F	A	-	-
I-680, Alum Rock Avenue to McKee Road	NB	F	A	-	-
I-680, McKee Road to Berryessa Road	NB	E	A	-	-
I-680, Berryessa Road to Hostetter Road	NB	A	A	-	-
I-680, Hostetter Road to Capitol Avenue	NB	A	A	-	-
I-680, Capitol Avenue to Montague Expressway	NB	A	A	-	-
I-680, Montague Expressway to Capitol Avenue	SB	A	F	-	-
I-680 Capitol Avenue to Hostetter Road	SB	A	F	-	-
I-680, Hostetter Road to Berryessa Road	SB	A	F	-	-
I-680, Berryessa Road to McKee Road	SB	A	E	-	-
I-680, McKee Road to Alum Rock Avenue	SB	D	E	-	-
I-680, Alum Rock Avenue to Capitol Expressway	SB	F	A	-	-
I-680, Capitol Expressway to King Road	SB	F	A	-	-
I-680, King Road to US 101	SB	F	A	-	-
<i>Site 4</i>					
SR 87, Alma Avenue to I-280	NB	A	A	-	-
SR 87, I-280 to Julian Street	NB	A	A	-	-
SR 87, Julian Street to Coleman Avenue	NB	F	A	-	-
SR 87, Coleman Avenue to Julian Street	SB	A	A	-	-
SR 87, Julian Street to I-280	SB	A	F	-	-
SR 87, I-280 to Alma Avenue	SB	A	F	-	-
US 101, Story Road to I-280	NB	F	A	F	A
US 101, I-280 to Santa Clara Street	NB	F	A	F	A
US 101, Santa Clara Street to McKee Road	NB	F	A	F	A
US 101, McKee Road to Oakland Road	NB	F	A	F	A
US 101, Oakland Road to McKee Road	SB	A	F	A	B
US 101, McKee Road to Santa Clara Street	SB	A	F	A	A
US 101, Santa Clara Street to I-280	SB	A	F	A	A
US 101, I-280 to Story Road	SB	A	F	A	B
I-280, US 101 to McLaughlin Boulevard	WB	F	A	-	-
I-280, McLaughlin Boulevard to 10 <sup>th</sup> Street	WB	F	B	-	-
I-280, 10 <sup>th</sup> Street to SR 87	WB	F	E	-	-
I-280, SR 87 to 10 <sup>th</sup> Street	EB	A	F	-	-
I-280, 10 <sup>th</sup> Street to McLaughlin Boulevard	EB	A	F	-	-
I-280, McLaughlin Boulevard to US 101	EB	A	A	-	-

**TABLE 13 Continued**  
**Freeway Segments Level of Service**

Freeway Segment	Direction	Existing LOS			
		Mixed		HOV	
		AM	PM	AM	PM
I-680, US 101 to King Road	NB	A	A	-	-
I-680, King Road to Capitol Expressway	NB	B	B	-	-
I-680, Capitol Expressway to Alum Rock Avenue	NB	F	A	-	-
I-680, Alum Rock Avenue to McKee Road	NB	F	A	-	-
I-680, McKee Road to Berryessa Road	NB	E	A	-	-
I-680, Berryessa Road to McKee Road	SB	A	E	-	-
I-680 McKee Road to Alum Rock Avenue	SB	D	E	-	-
I-680 Alum Rock Avenue to Capitol Expressway	SB	F	A	-	-
I-680, Capitol Expressway to King Road	SB	F	A	-	-
I-680 King Road to US 101	SB	F	A	-	-
<i>Sites 5 and 6</i>					
SR 87, SR 85 to Capitol Expressway	NB	A	A	-	-
SR 87, Capitol Expressway to Curtner Avenue	NB	F	A	-	-
SR 87, Curtner Avenue to Almaden Expressway	NB	F	A	-	-
SR 87, Almaden Expressway to Alma Avenue	NB	F	F	-	-
SR 87, Alma Avenue to I-280	NB	A	A	-	-
SR 87, I-280 to Julian Street	NB	A	A	-	-
SR 87, Julian Street to I-280	SB	A	F	-	-
SR 87, I-280 to Alma Avenue	SB	A	F	-	-
SR 87, Alma Avenue to Almaden Expressway	SB	D	F	-	-
SR 87, Almaden Expressway to Curtner Avenue	SB	A	E	-	-
SR 87, Curtner Avenue to Capitol Expressway	SB	A	E	-	-
SR 87, Capitol Expressway to SR 85	SB	A	A	-	-
SR 85, Blossom Hill Road to SR 87	NB	E	B	A	A
SR 85, SR 87 to Almaden Expressway	NB	A	D	A	A
SR 85, Almaden Expressway to SR 87	SB	A	A	A	A
SR 85, SR 87 to Blossom Hill Road	SB	A	E	A	A
I-280, 10 <sup>th</sup> Street to SR 87	WB	F	E	-	-
I-280, SR 87 to Bird Avenue	WB	F	F	-	-
I-280, Bird Avenue to SR 87	EB	A	F	-	-
I-280, SR 87 to 10 <sup>th</sup> Street	EB	A	F	-	-
<i>Midtown Sites 7-12</i>					
SR 87, Almaden Expressway to Alma Avenue	NB	F	F	-	-
SR 87, Alma Avenue to I-280	NB	A	A	-	-
SR 87, I-280 to Julian Street	NB	A	A	-	-
SR 87, Julian Street to Coleman Avenue	NB	F	A	-	-
SR 87, Coleman Avenue to Julian Street	SB	A	A	-	-
SR 87, Julian Street to I-280	SB	A	F	-	-
SR 87, I-280 to Alma Avenue	SB	A	F	-	-
SR 87, Alma Avenue to Almaden Expressway	SB	D	F	-	-
I-280, 10 <sup>th</sup> Street to SR 87	WB	F	E	-	-
I-280, SR 87 to Bird Avenue	WB	F	F	-	-
I-280, Bird Avenue to Meridian Avenue	WB	F	E	-	-

TABLE 13 <i>Continued</i> Freeway Segments Level of Service					
Freeway Segment	Direction	Existing LOS			
		Mixed		HOV	
		AM	PM	AM	PM
I-280 Meridian Avenue to I-880	WB	<b>F</b>	A	<b>F</b>	A
I-280, I-880 to Meridian Avenue	EB	A	<b>F</b>	A	D
I-280, Meridian Avenue to Bird Avenue	EB	B	<b>F</b>	-	-
I-280, Bird Avenue to SR 87	EB	A	<b>F</b>	-	-
I-280, SR 87 to 10 <sup>th</sup> Street	EB	A	<b>F</b>	-	-

Information in the CMP monitoring report indicates that a substantial number of freeway segments near most of the sites analyzed currently operate at LOS F. Segments in Table 14 operating at LOS F are shown in bold print.

Near Site 1, all eight of the directional freeway segments in the vicinity of the site currently operate at LOS E or better during both peak hours.

Near Sites 2 and 3, twenty-two of the thirty directional freeway segments in the vicinity of the amendment sites currently operate at LOS F during at least one of the peak hours.

Near Site 4, twenty-one of the thirty directional freeway segments in the vicinity of the amendment site currently operate at LOS F during at least one of the peak hours.

Near Sites 5 and 6, ten of the twenty freeway segments in the vicinity of the sites currently operate at LOS F during at least one of the peak hours.

For the Midtown Sites, thirteen of the sixteen directional freeway segments in the vicinity of the sites currently operate at LOS F during at least one of the peak hours.

## Study Methodology

### *TRANPLAN Analysis*

The City of San José's traffic forecasting model was developed to help the City amendment PM peak hour traffic impacts attributed to proposed changes to the City's General Plan. The model is implemented using the TRANPLAN transportation planning software system. The San José model includes the four elements traditionally associated with models of this kind. These elements include:

- Trip Generation,
- Trip Distribution,
- Mode Choice, and
- Traffic Assignment

The fundamental structure of the model includes a computer readable representation of the street system (highway network) that defines street segments (links) identified by end points (nodes). Each roadway link is further represented by key characteristics (link data)



that describe the length, travel speeds, and vehicular capacity of the roadway segment. Small geographic areas (traffic analysis zones also called TAZ's) are used to represent the planned land use activity throughout the City's planning area. The boundaries of these small geographic areas are typically defined by the modeled street system, as well as natural and man made barriers to traffic.

The socioeconomic data for each TAZ in the model includes information about the number of households (stratified by household income and structure type), and employment (stratified by groupings of Standard Industrial Codes). The trip generation element of the San José model amends the traffic attributable to normal household and employment centers using trip generation rates and factors. The trip generation rates were derived from the Metropolitan Transportation Commission's 1981 San Francisco Bay Region Travel Survey, Caltrans San Francisco Bay Region and San Diego Trip Generation Studies, the Institute of Transportation Engineering trip generation studies and Arizona Department of Transportation studies.

Activity centers that have unusual traffic generating characteristics such as schools, hotels, large shopping centers, and airports are designated as special generators, and their associated traffic is manually estimated based on information from the above cited sources of trip generation information. Projected trips entering and leaving the County of Santa Clara are taken from a larger regional model run by the Metropolitan Transportation Commission (MTC) and the Valley Transportation Authority.

Travel times within and between TAZ's (intra-zonal and inter-zonal and terminal times) are developed from the network being modeled. Travel times within zones (intra-travel zone times) are derived for each zone based on half its average travel time to adjacent zones. Time to walk to and from the trip maker's car (terminal times) are also added. For special areas, additional terminal time is added to reflect the extra time associated with large parking lots, parking structures and areas with limited parking, specifically zones with large employer sites, shopping centers and in the downtown area.

The amendment daily trips are distributed using a standard gravity model and friction factors calibrated for the Santa Clara County area. The resulting trip distribution (trip table) factored to represent the number of trips occurring during the PM peak hour, the directionality of those trips, and deducting the estimated non-auto related trip-making (transit travel and carpool passengers). The assignment of the trip table to the roadway network uses a route selection procedure based on minimum travel time paths (as opposed to minimum travel distance paths) between TAZ's and is done using a capacity constrained equilibrium seeking process. This capacity constrained traffic assignment process enables the model to reflect diversion of traffic around congested portions of the modeled street system.

In addition to providing projected PM peak hour volumes and ratios comparing projected traffic volume to available roadway capacity (v/c ratios) on each roadway segment. The model also provides information on vehicle-miles and vehicle-hours of travel by facility type (freeway, expressway, arterial street, etc.). These informational reports are used to compare and evaluate the amendment traffic impacts attributed to proposed amendments to the currently adopted San José General Plan. The San José traffic forecasting model is intended for use as a "macro analysis tool," that amends probable future conditions

and is best used when comparing alternative future scenarios. It is not designed to answer “micro analysis level” operational questions.

The previous discussion also identifies current operating conditions of transportation facilities in the vicinity of the proposed General Plan amendment sites. This near-term traffic information is presented to identify existing conditions in the area, some of which may constitute constraints to future development. A more detailed traffic impact analysis will be required at the time a zoning or planned permit application is made for developing the site, whether or not the currently proposed GPA is approved. That analysis will address the near-term traffic impacts in detail and will identify required mitigation, if necessary.

#### *LOS E/F Link Volume Analysis*

The LOS E/F link volume analysis is prepared for amendment sites outside the boundaries of the special subareas. Roadway links from the transportation model are analyzed to determine if the proposed amendment will increase the volume of any link set by more than 1.5 percent.

#### ***Screenline Analysis***

A screenline analysis looks at the affect that a project located in a Special Subarea would have on roadways within the amendment area. The screenline analysis includes every link, regardless of LOS, leading into or out of the subareas. Screenlines for the long-range analysis are based on the boundaries of three Special Subareas within the City of San José: North San José, Evergreen and South San José.

## **2. Traffic Impacts**

### **Thresholds of Significance**

The determination of significance is based on the extent to which any proposed change in the General Plan contributes to existing peak hour congestion in the vicinity of the proposed project. For most areas of the City, a link analysis is conducted. For this analysis, the addition of peak direction trips are determined on the congested links (LOS E or F) within approximately a two mile radius, measured from all boundaries of the GPA site. Congested links are grouped in sets and are generally major parallel facilities. The links are grouped in this manner to account for trip reassignment by the computer model.

There are three Sensitive Subareas – North San José, Evergreen, and South San José – that are analyzed with a different methodology. These are geographic neighborhoods where traffic patterns and volumes, combined with physical constraints within the roadway network create localized limits on traffic capacity. Amendment sites that are located within one of the Special Subareas are analyzed based on screenline impacts. Screenlines for the long-range analysis are based on the boundaries of the three Subareas.

For the purposes of this EIR, a traffic impact would be significant if:

- for sites within a Special Subarea, the peak direction volumes into or out of any one of the Special Subareas increase by the following percentage or more:

- North San José, 0.20 percent
  - Evergreen, 0.10 percent
  - South San José, 0.20 percent
- for sites outside Special Subareas, the peak direction volume on nearby LOS E/F links increases by 1.50 percent or more over the average volume of those congested links.

Consistent with City policies and practice, the TRANPLAN model used to evaluate traffic impacts for this proposed amendment includes all of the major infrastructure identified in the General Plan *Land Use/Transportation Diagram*, including infrastructure that is not yet built and/or funded.

### **Study Assumptions and Transportation Impacts**

Because the City is evaluating land use changes on 12 different sites, the traffic analysis evaluated a number of possible scenarios in order to accurately identify both the traffic impacts associated with each of the individual amendments, and the impacts of approving all of the amendments. The larger individual sites were modeled separately and in combination with other proposals in their vicinity. The discussion below identifies how the sites were evaluated, and identifies the results of the analysis.

Land use changes proposed on the 12 sites are described below.

**Site 1** totals 14.4 acres. The site is located on the northwest corner of Blossom Hill Road and Blossom Avenue. The current adopted General Plan designation is *Medium Density Residential (8-16 DU/AC)*. The proposed GPA involves changing the City's General Plan designation to *Medium High Density Residential (12-25 DU/AC)*. This would result in a net change of 103 additional households relative to the current adopted General Plan land use designation.

**Site 2** totals 13.5 acres. The site is located on the north side of Berryessa Road and the west side of the Union Pacific Railroad tracks. The current adopted General Plan designation is *Industrial Park*. The proposed GPA involves changing the City's General Plan designation to *Transit Corridor Residential (20+ DU/AC)*. This would result in a net change of 743 additional households and 356 fewer jobs relative to the current adopted General Plan land use designation.

**Site 3** totals 3.4 acres. The site is located on the south side of Berryessa Road, approximately 750 feet east of Flickinger Avenue. The current adopted General Plan designation is *Medium Density Residential (8-16 DU/AC)*. The proposed GPA involves changing the City's General Plan designation to *High Density Residential (25-50 DU/AC)*. This would result in a net change of 89 additional households relative to the current adopted General Plan land use designation.

**Site 4** totals 6.9 acres. The site is located on property that reaches from the southeast corner of Julian Street and North 27<sup>th</sup> Street to the south side of East St. John Street and both sides of North 26<sup>th</sup> Street. The current adopted General Plan designation is *Light Industrial*. The proposed GPA involves changing the City's General Plan designation to

*Medium Density Residential (8-16 DU/AC)* on 3.4 acres and *Medium High Density Residential (12-25 DU/AC)*. This would result in a net change of 99 additional households and 311 fewer jobs relative to the current adopted General Plan land use designation.

**Site 5** totals 8.3 acres. The site is located within an area that is bounded by Highway 87, Curtner Avenue, and Canoas Garden Avenue. The current adopted General Plan designation is *Light Industrial*. The proposed GPA involves changing the City's General Plan designation to *High Density Residential (20-50 DU/AC)*. This would result in a net change of 307 additional households and 187 fewer jobs relative to the current adopted General Plan land use designation.

**Site 6** totals 4.9 acres. The site is located on the southeast corner of Curtner Avenue and Canoas Garden Avenue. The current adopted General Plan designation is *Public/Quasi-Public (2.8 acres)* and *Office (2.1 acres)*. The proposed GPA involves changing the City's General Plan designation to *Transit Corridor Residential (20+ DU/AC)*. This would result in a net change of 270 additional households and 96 fewer jobs relative to the current adopted General Plan land use designation.

**Site 7** totals 6.1 acres. The site is located at the southwest corner of West San Carlos Street and Race Street, on both sides of Lincoln Avenue. The current adopted General Plan designation is *Combined Industrial/Commercial*. The proposed GPA involves changing the City's General Plan designation to *High Density Residential (25-65 DU/AC) with General Commercial Overlay* (Midtown Planned Residential Community). This would result in a net change of 336 additional households and 200 fewer jobs relative to the current adopted General Plan land use designation.

**Site 8** totals 14.8 acres. The site is located at the northeast corner of Auzerai Avenue and Race Street, on both sides of Lincoln Avenue. The current adopted General Plan designation is *Combined Industrial/Commercial*. The proposed GPA involves changing the City's General Plan designation to *High Density Residential (25-65 DU/AC)* (Midtown Planned Community). This would result in a net change of 814 additional households and 667 fewer jobs relative to the current adopted General Plan land use designation.

**Site 9** totals 5.8 acres. The site is located at the southeast corner of Auzerai Avenue and Race Street on the east side of Lincoln Avenue. The current adopted General Plan designation is *Combined Industrial/Commercial*. The proposed GPA involves changing the City's General Plan designation to *Industrial Park* (Midtown Specific Plan). This would result in no net change in housing or jobs relative to the current adopted General Plan land use designation.

**Site 10** totals 5.9 acres. The site is located on the south side of Auzerai Avenue between Lincoln Avenue and Sunol Street. The current adopted General Plan designation is *Combined Industrial/Commercial*. The proposed GPA involves changing the City's General Plan designation to *Transit Oriented Mixed Use*. This would result in a net change of 443 additional households and 193 fewer jobs relative to the current adopted General Plan land use designation.

**Site 11** totals 7.1 acres. The site is located on the south side of Auzerais Avenue between Sunol Street and Los Gatos Creek. The current adopted General Plan designation is *Combined Industrial/Commercial*. The proposed GPA involves changing the City's General Plan designation to *Public Park/Open Space*. This would result in a net change of 320 fewer jobs relative to the current adopted General Plan land use designation.

**Site 12** totals 5.1 acres. The site is located on the northwest corner of Savaker Street and Sunol Street. The current adopted General Plan designation is *Heavy Industrial*. The proposed GPA involves changing the City's General Plan designation to *Industrial Park*. This would result in no net change in housing or jobs relative to the current adopted General Plan land use designation.

## **TRANPLAN Analysis**

### ***LOS E/F Link Volume Analysis***

The LOS E/F Link Analysis was done for the following scenarios:

- Scenario 1 – Site 2
- Scenario 2 – Sites 2 and 3
- Scenario 3 – Sites 5 and 6
- Scenario 4 – Site 8
- Scenario 5 – Site 10
- Scenario 6 – Sites 7-12
- Scenario 7 – All GPA Sites combined

General Plan amendment sites 1, 4, 7, 9, 11 and 12 are exempt from an individual model run because they are small enough to fall below the threshold established for the TRANPLAN analysis. Sites 2 and 3, 5 and 6, and 7-12 were combined to create one scenario since they are located adjacent to one another.

#### **Scenario 1**

Four sets of roadway links near Site 2 operate at LOS E/F for the adopted General Plan base case. The proposed General Plan amendment Site 2 (Scenario 1) would cause the peak direction volume to increase by more than 1.50 percent on one link set, comprised of US 101 (southbound), Hedding Street (eastbound), and Santa Clara Street (eastbound), east of 10<sup>th</sup> Street. Therefore, based on the thresholds of significance listed above, the increase in congestion on these links as a result of the proposed General Plan amendment constitutes a significant adverse traffic impact. The changes in trips on the LOS E/F links are shown in Table 6 of Appendix B.

#### **Scenario 2**

Four sets of roadway links near Sites 2 and 3 operate at LOS E/F for the adopted General Plan base case. The proposed General Plan amendments on Sites 2 and 3 (Scenario 2) would cause the peak direction volume to increase by more than 1.50 percent on two link sets, comprised of Brokaw Road (eastbound) and US 101 (southbound), east of I-880 and US 101 (southbound), Hedding Street (eastbound), and Santa Clara Street (eastbound)

east of 10<sup>th</sup> street, respectively. Therefore, based on the impact criteria for the LOS E/F link analysis, the increase in congestion on these links as a result of the proposed General Plan amendments constitute a significant adverse traffic impact. The changes in trips on the LOS E/F links are shown in Table 7 of Appendix B.

### Scenario 3

Three sets of roadway links near Sites 5 and 6 operate at LOS E/F for the adopted General Plan base case. The proposed General Plan amendments in the area of Sites 5 and 6 (Scenario 3) would cause the peak direction volume to increase by 1.50 percent or more on one link set, comprised of SR 87 (southbound), Monterey Highway (southbound), McLaughlin Avenue (southbound), and US 101 (southbound) north of Hamilton Avenue. Therefore, based on the impact criteria, the increases in congestion on this link set as a result of the two proposed General Plan amendments constitute a significant adverse traffic impact. The changes in trips on the LOS E/F links are shown in Table 12 of Appendix B.

### Scenario 4

Two sets of roadway links near Site 8 operate at LOS E/F for the adopted General Plan base case. The proposed General Plan amendment on Site 8 (Scenario 4) would cause the peak direction volume to increase by 1.50 percent or more on one link set, comprised of I-880 (southbound), Bascom Avenue (southbound), The Alameda (southbound), Coleman Avenue (southbound), and SR 87 (southbound), south of Naglee Avenue. Therefore, based on the impact criteria, the increase in congestion on this link set as a result of the proposed General Plan amendment constitutes a significant adverse traffic impact. The changes in trips on the LOS E/F link analysis are shown in Table 16 of Appendix B.

### Scenario 5

Two sets of roadway links near Site 10 operate at LOS E/F for the adopted General Plan base case. The proposed General Plan amendment on Site 10 (Scenario 5) would not cause the peak direction volume to increase by 1.50 percent on either link set. Therefore, based on the threshold of significance listed above, the increase in congestion that could occur on this link set as a result of the proposed General Plan amendment constitutes a less than significant adverse traffic impact. The changes in trips on the LOS E/F link analysis are shown in Table 17 of Appendix B.

### Scenario 6

Two sets of roadway links near Sites 7 – 12 operate at LOS E/F for the adopted General Plan base case. The six proposed General Plan amendments in the Midtown Area (Scenario 6) would cause the peak direction volume to increase by more than 1.50 percent on one link set, comprised of I-880 (southbound), Bascom Avenue (southbound), The Alameda (southbound), Coleman Avenue (southbound), and SR 87 (southbound) south of Naglee Avenue. Therefore, based on the impact criteria, the increase in congestion on this link set as a result of the six proposed General Plan amendments

constitutes a significant adverse traffic impact. The changes in trips on the LOS E/F links are shown in Table 18 of Appendix B.

### Scenario 7

Nine sets of roadway links operate at LOS E/F for the adopted General Plan base near all of the 12 HOS III sites. The combined traffic from all of the proposed 12 General Plan amendments in Scenario 7 would cause the peak direction volume to increase by more than 1.50 percent on two link sets, comprised of I-880 (southbound), Bascom Avenue (southbound), The Alameda (southbound), Coleman Avenue (southbound), and SR 87 (southbound) south of Naglee Avenue, and Almaden Expressway (southbound) and Pearl Avenue (southbound) south of Capitol Expressway. Therefore, based on impact criteria for the LOS E/F link analysis, the increase in congestion on these links as a result of the 12 proposed General Plan amendments together constitutes a significant adverse traffic impact. The changes in trips on the LOS E/F links are shown in Table 20 of Appendix B.

- **The land use changes proposed for Site 2 and Site 8 individually, Sites 2 and 3 together, Sites 5 and 6 together, Sites 7-12 together, and all 12 HOS III GPA sites collectively would result in significant increases in traffic congestion. (Significant Impact)**

### **Screenline Analysis**

A Screenline analysis was prepared for Scenario 7 (GPA Sites 1-12 combined). None of the proposed amendments are within a special subarea.

Screenlines for the long-range analysis are based on the boundaries of the three City of San José Special Subareas: North San José, Evergreen, and South San José. Increases in peak direction volumes across the identified screenlines for each Special Subarea were analyzed for the combination of all 12 proposed GPAs to determine the long-term effects of the proposed land use changes. For the proposed GPAs, the volumes on the identified screenlines are not projected to increase significantly within any of the Special Subareas. As a result, the proposed land use changes associated with all 12 HOS III GPA sites collectively would not result in a significant adverse traffic impact based on the identified threshold of significance. The detailed results of the screenline analysis for the HOS III combined GPA scenario are shown in Table 19 of Appendix B.

- **The proposed land use changes associated with all 12 HOS III GPA sites collectively would not result in significant adverse traffic impacts based on impact criteria for the screenline analysis. (Less Than Significant Impact)**

### **3. Mitigation and Avoidance Measures for Traffic Impacts**

The policies in the City of San José General Plan have been adopted for the purpose of avoiding or mitigating potential environmental effects resulting from planned development within the City. All future development would be subject to General Plan policies, including the following:



- *Services and Facilities Level of Service Policy #5* - requires that the minimum overall performance of City streets during peak travel periods should be level of service "D". To meet that goal, the policy states that development proposals should be reviewed for their measurable impacts on the level of service and should be required to provide appropriate mitigation measures if they have the potential to reduce the level of service to "D" or worse.

Results of the traffic analysis indicate that the proposed amendment will add traffic to streets already identified as operating at unacceptable levels. According to the general plan policy and impact criteria, this constitutes a significant impact. Although there is no mitigation yet identified, at the time a specific development application is submitted, a traffic impact study would identify any current condition deficiencies that would need to be mitigated to meet level of service policies. In accordance with the City's level of service policy, any impacts would then have to be mitigated before the amendment could be approved.

- *Transportation Policy # 1 (Thoroughfares)* states that inter-neighborhood movement of people and goods should occur on thoroughfares and is discouraged on neighborhood streets.
- *Transportation Policy #3 (Thoroughfares)* states that public street right-of-way dedication and improvements should be required as development occurs. Ultimate thoroughfare right-of-way should be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function.
- *Transportation Policy #8 (Thoroughfares)* states that vehicular, bicycle, and pedestrian safety should be an important factor in the design of streets and roadways.
- *Transportation Policy #9 (Impacts on Local Neighborhoods)* states that neighborhood streets should be designed to discourage through traffic and unsafe speeds. If neighborhood streets are used for through traffic or if they are traveled at unsafe speeds, law enforcement and traffic operations techniques should be employed to mitigate these conditions.
- *Transportation Policy #11 (Transit Facilities)* states that the City should cooperate with transportation agencies to achieve the following objectives for the County's public transit system:
  - Provide all segments of the City's population, including the handicapped, elderly, youth and economically disadvantaged, with adequate access to public transit. Public transit should be designed to be an attractive, convenient, dependable and safe alternative to the automobile.
  - Enhance transit service in major commute corridors, and provide convenient transfers between public transit systems and other modes of travel.
- *Transportation Policy #16 (Pedestrian Facilities)* states that pedestrian travel should be encouraged as a viable mode of movement between high density residential and

commercial areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core Area and neighborhood business districts by providing safe and convenient pedestrian facilities.

- *Transportation Policy #41 (Bicycling)* states that the City should develop a safe, direct, and well-maintained transportation bicycle network linking residences, employment centers, schools, parks and transit facilities and should promote bicycling as an alternative mode of transportation for commuting as well as for recreation.
- *Transportation Policy #42 (Bicycling)* states that bike lanes are considered generally appropriate on arterial and major collector streets. Right-of-way requirements for bike lanes should be considered in conjunction with planning the major thoroughfares network and in implementing street improvement amendments.
- *Transportation Policy #43 (Bicycling)* states that priority improvements to the Transportation Bicycle Network should include:
  - Bike routes linking light rail stations to nearby neighborhoods.
  - Bike paths along designated trails and pathways corridors.
  - Bike paths linking residential areas to major employment centers.

### **Transit-Oriented Development Corridors**

There are nine sites within Transit Oriented Development Corridors along planned light rail transit lines.

The TRANPLAN model that is used to evaluate land use changes and the adequacy of the planned transportation system does not yet include these light rail extensions. This means that congestion identified in the analysis does not reflect the addition of the new LRT lines.

Even though the LRT lines are not yet budgeted or designed, the City must make land use decisions to support the future viability of the lines. The Transit-Oriented Development Corridors were designed to fulfill a number of City goals and policies, including:

- to acknowledge the natural tendency toward development intensification in prime urban areas,
- to channel that intensified development into areas where intensified uses and public transit can be mutually supportive,
- to help create vibrant, pedestrian-oriented neighborhoods,
- to preserve the limited opportunities for high density residential and mixed use development type and patterns along planned transit lines that would not support transit use,
- to preserve the natural amenities such as open space outside the urbanized area by encouraging higher than average intensities near major transportation facilities, and
- to reduce the adverse impacts of air quality and traffic congestions associated with sprawl.

The General Plan states that “higher intensities of development are encouraged consistent with the goals and policies of the General Plan.” This reflects the assumption that designating appropriate land uses along LRT corridors can be accomplished in a fashion consistent with other goals and policies, including environmental standards and infrastructure levels of service. While it may not be possible for all of the nine sites to be developed in conformance with the Transportation Level of Service Policy prior to implementation of the LRT lines, designating the properties for future high density residential and mixed uses that can support the future transit facilities as well as a variety of other General Plan goals is consistent with General Plan policies.

Mitigation measures that include designing for and encouraging use of transit will be available to the development allowed by the proposed land use designations when the planned transit extensions are built. Should these sites be built out prior to completion of the transit lines, they would result in significant unavoidable traffic impacts.

***Conclusion:*** The proposed General Plan amendments would increase peak direction congestion on at least six LOS E/F link sets by 1.50 or more, resulting in a significant impact. Conformance with the identified General Plan policies would not reduce significant adverse LOS E/F link impacts. In addition, if these sites are built out prior to completion of the transit lines, they would result in significant unavoidable traffic impacts. (Significant Unavoidable Impact)

## **I. AIR QUALITY**

### **1. Existing Setting**

The amount of a given pollutant in the atmosphere is determined by the amount of pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and, for photochemical pollutants, sunshine.

Northwest winds and northerly winds are most common in the amendment area, reflecting the orientation of the Bay and the San Francisco Peninsula. Winds from these directions carry pollutants released by autos and factories from upwind areas of the Peninsula toward San José, particularly during the summer months. Winds are lightest on the average in fall and winter. Every year in fall and winter there are periods of several days when winds are very light and local pollutants can build up.

Pollutants can be diluted by mixing in the atmosphere both vertically and horizontally. Vertical mixing and dilution of pollutants are often suppressed by inversion conditions, when a warm layer of air traps cooler air close to the surface. During the summer, inversions are generally elevated above ground level, but are present over 90 percent of the time in both the morning and afternoon. In winter, surface-based inversions dominate in the morning hours, but frequently dissipate by afternoon.

Topography can restrict horizontal dilution and mixing of pollutants by creating a barrier to air movement. The South Bay has significant terrain features that affect air quality. The Santa Cruz Mountains and Hayward Hills on either side of the South Bay restrict horizontal dilution, and this alignment of the terrain also channels winds from the north to south, carrying pollution from the northern Peninsula toward San José.

The combined effects of moderate ventilation, frequent inversions that restrict vertical dilution and terrain that restrict horizontal dilution give San José a relatively high atmospheric potential for pollution compared to other parts of the San Francisco Bay Air Basin.

### **Ambient Air Quality Standards**

Both the U.S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants which represent safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. Table 14 identifies the major criteria pollutants, characteristics, health effects, and typical sources.

TABLE 14 Major Criteria Pollutants			
Pollutant	Characteristics	Health Effects	Major Sources
Ozone	A highly reactive photochemical pollutant created by the action of sunshine on ozone precursors. Often called photochemical smog.	<ul style="list-style-type: none"> <li>- Eye Irritation</li> <li>- Respiratory function impairment</li> </ul>	The major sources of ozone precursors are combustion sources such as factories and automobiles, and evaporation of solvents and fuels.
Carbon Monoxide	Carbon monoxide is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels.	<ul style="list-style-type: none"> <li>- Impairment of oxygen transport in the bloodstream</li> <li>- Aggravation of cardiovascular disease</li> <li>- Fatigue, headache, confusion, dizziness</li> <li>- Can be fatal in the case of very high concentrations</li> </ul>	Automobile exhaust, combustion of fuels, combustion of wood in wood stoves and fireplaces.
Nitrogen Dioxide	Reddish-brown gas that discolors the air, formed during combustion.	<ul style="list-style-type: none"> <li>- Increased risk of acute and chronic respiratory disease.</li> </ul>	Automobile and diesel truck exhaust, industrial processes, and fossil-fueled power plants.
Sulfur Dioxide	Sulfur dioxide is a colorless gas with a pungent, irritating odor.	<ul style="list-style-type: none"> <li>- Aggravation of chronic obstruction lung disease</li> <li>- increased risk of acute and chronic respiratory disease</li> </ul>	Diesel vehicle exhaust, oil-powered power plants, and industrial processes.
PM <sub>10</sub>	Solid and liquid particles of dust, soot, aerosols and other matter that are small enough to remain suspended in the air for a long period of time.	<ul style="list-style-type: none"> <li>- Aggravation of chronic disease and heart/lung disease symptoms</li> </ul>	Combustion, automobiles, field burning, factories and unpaved roads. Also a result of photochemical processes.

The federal and California state ambient air quality standards are summarized in Table 15 for important pollutants. The federal and state ambient standards were developed independently with differing purposes and methods, although both processes attempted to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. This is particularly true for ozone and PM<sub>10</sub>.

<b>TABLE 15</b> <b>Federal and State Ambient Air Quality Standards</b>			
Pollutant	Averaging Time	Federal Primary Standard <sup>14</sup>	State Standard
Ozone	1-Hour	0.12 PPM	0.09 PPM
Carbon Dioxide	8-Hour	9.0 PPM	9.0 PPM
	1-Hour	35.0 PPM	20.0 PPM
Nitrogen Dioxide	Annual Average	0.05 PPM	---
	1-Hour	---	0.25 PPM
Sulfur Dioxide	Annual Average	0.03 PPM	---
	24-Hour	0.14 PPM	0.05 PPM
	1-Hour	----	0.25 PPM
PM <sub>10</sub>	Annual Average	50 µg/m <sup>3</sup>	30 µg/m <sup>3</sup>
	24-Hour	150 µg/m <sup>3</sup>	50 µg/m <sup>3</sup>
Lead	30-day Average	---	1.5 µg/m <sup>3</sup>
	Month Average	1.5 µg/m <sup>3</sup>	---

The U.S. Environmental Protection Agency established new national air quality standards for ground-level ozone and for fine particulate matter in 1997. The existing 1-hour ozone standard of 0.12 PPM or less is to be phased out and replaced by an 8-hour standard of 0.08 PPM. Implementation of the 8-hour standard was delayed by litigation, but was determined to be valid and enforceable by the U. S. Supreme Court in a decision issued in February of 2001. However, the new federal ozone standard is not yet in effect pending final resolution of this litigation and adoption of implementing regulations.

In 1997 new national standards for fine Particulate Matter (diameter 2.5 microns or less) were adopted for 24-hour and annual averaging periods. The current PM<sub>10</sub> standards were to be retained, but the method and form for determining compliance with the standards were to be revised. Implementation of this standard was delayed by litigation and will not occur until the U. S. Environmental Protection Agency has issued court-approved guidance.

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are another group of pollutants of concern. TACs are injurious in small quantities and are regulated despite the absence of criteria documents. The identification, regulation and monitoring of TACs is relatively recent compared to that for criteria pollutants.

<sup>14</sup> PPM = parts per million; µg/m<sup>3</sup> = micrograms per cubic meter.

## Ambient Air Quality

The Bay Area Air Quality Management District (BAAQMD) monitors air quality at several locations within the San Francisco Bay Air Basin. The monitoring site closest to the 12 amendment sites is in downtown San José. Table 17 summarizes exceedences of State and Federal standards at the downtown San José monitoring site during the period 1999-2001. Table 16 shows that ozone and PM<sub>10</sub> exceed the state standards in the amendment area. Violations of the carbon monoxide standards had been recorded at the downtown San José site prior to 1992.

TABLE 16 Number of Ambient Air Quality Standards Violations and Highest Concentrations(1999 - 2001)								
Pollutant	Standard	Averaging Time	1999		2000		2001	
			No.	Max	No.	Max	No.	Max
SAN JOSÉ, 4 <sup>TH</sup> STREET STATION								
Ozone (pphm)	Federal State	1-hr/8-hr 1-hour	0/0 3	11/8.0	0/0 0	7.0/6.0	0/0 2	11/7.0
Carbon Monoxide (ppm)	Federal	8-hour	0	5.90	0	6.30	0	5.10
Nitrogen Dioxide (pphm)	State	1-hour	0	13.0	0	11	0	11
PM <sub>10</sub> (µg/m <sup>3</sup> )	Federal State	24-hour 24-hour	0 5	28.7 Avg.	0 7	26.7 Avg.	0 4	28.9 Avg.

Source: Bay Air Quality Management District, Bay Area Air Pollution Summary

Of the three pollutants known at times to exceed the state and federal standards in the amendment area, two are regional pollutants. Both ozone and PM<sub>10</sub> are considered regional pollutants because the concentrations are not determined by proximity to individual sources, but show a relative uniformity over a region. Thus, the data shown in Table 17 for ozone and PM<sub>10</sub> provide a good characterization of levels of these pollutants on the 12 amendment sites.

Carbon monoxide is considered a local pollutant because elevated concentrations are usually only found near the source. The major source of carbon monoxide, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes.

### Attainment Status and Regional Air Quality Plans

Both the Federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where federal or state ambient air quality standards are not met as “nonattainment areas.” Because of the differences between the national and state standards, the designation of “nonattainment areas” is different under the federal and state legislation.



### ***Federal Air Quality Program***

The Bay Area has met all federal air quality standards except that for ozone. In June of 1998 the U.S. Environmental Protection Agency reclassified the Bay Area from "maintenance area" to nonattainment for ozone based on violations of the federal standards at several locations in the air basin. This reversed the air basin's reclassification to "maintenance area" for ozone in 1995. Reclassification required an update to the region's federal air quality plan.

### ***State Air Quality Program***

Under the California Clean Air Act, Santa Clara County is a nonattainment area for ozone and PM<sub>10</sub>. The county is either in attainment or unclassified for other pollutants.

The California Clean Air Act requires local air pollution control districts to prepare air quality attainment plans. These plans must provide for district-wide emission reductions of five percent per year averaged over consecutive three-year periods or if not, provide for adoption of "all feasible measures on an expeditious schedule."

### **Sensitive Receptors and Major Air Pollutant Sources**

The Bay Area Air Quality Management District defines sensitive receptors as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. These land uses include residences, schools, playgrounds, child care centers, retirement homes, convalescent homes, hospitals, and medical clinics. Sites 1, 2, 3, 4, 5, and 6 are located in areas where sensitive receptors are likely to be located.

### **Proximity to Air Pollution Sources**

**Site 1** is located in an established residential/commercial neighborhood adjacent to Highway 85 and Blossom Hill Road. Both roadways would be the primary sources of air pollutants for the site.

**Site 2** is located in a commercial/light industrial area. Traffic on Berryessa Road, and possibly the adjacent railroad tracks and nearby businesses, would be the primary source of air pollutants on the site.

**Site 3** is located in an established residential/commercial area near Highway 680. The primary sources of air pollutants for the site would be Highway 680 and Berryessa Road.

**Site 4** is located in an area of mixed use that includes commercial, light industrial, and residential land uses near Highway 101. The major sources of air pollution for the amendment site would be traffic on the adjacent roadways, Highway 101 and the railroad tracks, and possibly nearby businesses that may now or in the future cause emissions that impact the area.

**Site 5** is also located in an established residential/commercial area, adjacent to Highway 87 and Curtner Avenue. The primary sources of air pollutants for the site would also be automobile traffic on Highway 87 and Curtner Avenue.

**Site 6** is located in an established residential/commercial area directly across the street from Site 6 and adjacent to Highway 87 and Curtner Avenue. The primary sources of air pollutants for the site would be automobile traffic on Highway 87 and Curtner Avenue.

**Sites 7-12** are located in a commercial/industrial area that also includes heavy industry. The primary sources of air pollutants for these amendment sites are traffic from major roadways, including Highway 280 and W. San Carlos, and nearby businesses, including a large batch plant.

## **2. Air Quality Impacts**

### **Thresholds of Significance**

The following criteria must be satisfied for a local plan to be determined to be consistent with CAP and not have a significant air quality impact:

1. The local plan should be consistent with the CAP population and Vehicle Miles Traveled (VMT) assumptions. This is demonstrated if the population growth over the planning period will not exceed the values included in the current CAP; and
2. The local plan demonstrates reasonable efforts to implement the Transportation Control Measures (TCMs) listed in the BAAQMD Guidelines.

### **Regional Impacts**

#### ***Population***

All of the proposed HOS III amendments would change the General Plan land use designations on 12 properties in San José. This would result in an increase in the number of housing units allowed under build-out of the General Plan and thus would increase the population. The amendment is therefore inconsistent with the Association of Bay Area Government (ABAG) *Projections '98*, which was the source of information on households and employment that was used in the 2000 Bay Area Clean Air Plan. As a result, the amendment is inconsistent with the population assumptions included in the current CAP.

#### ***Transportation Control Measures***

Table 17 lists the Clean Air Plan Transportation control measures (TCMs) that include cities as implementing agencies. Cities are not the only implementing agencies for these TCM's; other agencies include counties, the BAAQMD, the Metropolitan Transportation Commission, Congestion Management Agencies, and school districts.

The proposed General Plan amendments cannot, individually, implement all of the listed TCMs, but the City's General Plan does include all those that are consistent with the

City's responsibility. Virtually all of these measures are already reflected in existing General Plan policies, which are the basis of mitigation for all land use impacts in San José. It is evident that the overall goals of the amendments, to provide increased housing opportunities within infill locations, at relatively high densities and near existing or planned transit corridors, generally support the underlying purpose for the TCMs. The amendment also addresses a regional jobs/housing imbalance known to have regional air quality implications.

<b>TABLE 17</b>	
<b>CAP Transportation Control Measures to be Implemented by Cities</b>	
<b>Transportation Control Measures</b>	<b>Description</b>
1. Expand Employee Assistance Program	<ul style="list-style-type: none"> <li>• Provide assistance to regional and local ridesharing organizations.</li> </ul>
9. Improve Bicycle Access and Facilities	<ul style="list-style-type: none"> <li>• Improve and expand bicycle lane system by providing bicycle access in plans for all new road construction or modification.</li> <li>• Establish and maintain bicycle advisory committees in all nine Bay Area counties.</li> <li>• Designate a staff person as a Bicycle Program Manager.</li> <li>• Develop and implement comprehensive bicycle plans.</li> <li>• Encourage employers and developers to provide bicycle access and facilities.</li> <li>• Provide bicycle safety education.</li> </ul>
12. Improve Arterial Traffic Management	<ul style="list-style-type: none"> <li>• Study signal preemption for buses on arterials with high volume of bus traffic.</li> <li>• Improve arterials for bus operations and to encourage bicycling and walking.</li> <li>• Continue and expand local signal timing programs, only where air quality benefits can be demonstrated.</li> </ul>
15. Local Clean Air Plans, Policies and Programs	<ul style="list-style-type: none"> <li>• Incorporate air quality beneficial policies and programs into local planning and development activities, with a particular focus on subdivision, zoning and site design measures that reduce automobile trips.</li> </ul>
17. Conduct Demonstration Amendments	<ul style="list-style-type: none"> <li>• Promote demonstration amendments to develop new strategies to reduce motor vehicle emissions. Amendments include: low emission vehicle fleets and LEV refueling infrastructure.</li> </ul>
19. Pedestrian Travel	<ul style="list-style-type: none"> <li>• Review/revise general/specific plan policies to promote development patterns that encourage walking and circulation policies that emphasize pedestrian travel and modify zoning ordinances to include pedestrian-friendly design standards.</li> <li>• Include pedestrian improvements in capital improvement programs.</li> <li>• Designate a staff person as a Pedestrian Program Manager.</li> </ul>
20. Promote Traffic Calming Measures	<ul style="list-style-type: none"> <li>• Include traffic calming strategies in the transportation and land use elements of general and specific plans.</li> <li>• Include traffic calming strategies in capital improvement programs.</li> </ul>

While the amendment is consistent with the goals of the CAP, it is technically inconsistent with the Plan because it would substantially increase the population of the City of San José beyond the estimates in the CAP. If the project is not consistent with the population projections, it would have a potentially significant impact on regional air quality under the BAAQMD threshold. This technical inconsistency would exist until the

ABAG Projections are undated to include the revised land use designations, and the regional air quality plan is updated to reflect those projections.

- **The General Plan amendments proposed on these 12 sites would allow construction of substantially more dwelling units than is reflected in the current regional Clean Air Plan. Based on the thresholds of significance adopted by the Bay Area Air Quality Management District, this would result in a significant regional air quality impact. (Significant Impact)**

### 3. Mitigation and Avoidance Measures for Air Quality Impacts

The policies in the City of San José General Plan have been adopted for the purpose of avoiding or mitigating potential environmental effects resulting from planned development within the City. All future development would be subject to General Plan policies, including the following:

- *Transportation Goal No. 3* states that the City shall develop a continuous, safe, accessible, interconnected high quality pedestrian environment that promotes walking as a desirable mode of transportation.
- *Transportation Thoroughfare Policy 8* states that vehicular, bicycle, and pedestrian safety should be an important factor in the design of streets and roadways.
- *Transportation Policy 16 (Pedestrian Facilities)* states that pedestrian travel should be encouraged as a mode of movement between residential and non-residential areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core and Frame Areas and neighborhood business districts by providing pedestrian facilities that are pleasant, safe, and accessible to people with disabilities, and convenient.
- *Transportation Policy 22 (Pedestrian Facilities)* states that pedestrian pathways and public sidewalks should provide connectivity between uses, such as neighborhoods, schools, parks, libraries, open space, public facilities, shopping centers, employment centers, and public transit. A continuous pedestrian facilities network should include pedestrian connections between neighborhoods, across natural and man-made barriers, between dead-end streets, and to trails and transit.
- *Transportation Bicycling Policy 41* states that the City should develop a safe, direct, and well-maintained transportation bicycle network linking residences, employment centers, schools, parks and transit facilities and should promote bicycling as an alternative mode of transportation for commuting as well as for recreation.
- *Transportation Bicycling Policy 42* states that bike lanes are considered generally appropriate on arterial and major collector streets. Right-of-way requirements for bike lanes should be considered in conjunction with planning the major thoroughfares network and in implementing street improvement amendments.

- *Transportation Bicycling Policy 43* states that priority improvements to the Transportation Bicycle Network should include:
  - Bike routes linking light rail stations to nearby neighborhoods.
  - Bike paths along designated trails and pathway corridors.
  - Bike paths linking residential areas to major employment areas.

### **Clean Air Plan**

The following measures, based on the CAP Transportation Control Measures, would apply to future development on the proposed HOS III sites to ensure compliance with the aforementioned General Plan policies and state law.

- Expand employee assistance program. Provide assistance to regional and local ridesharing organizations.
- Improve bicycle access and facilities. Improve access and facilities by implementing the following: 1) improve and expand bicycle lane system by providing bicycle access in plans for all new road construction or modification, 2) establish and maintain bicycle advisory committees in all nine Bay Area counties, 3) designate a staff person as a Bicycle Program Manager, 4) develop and implement comprehensive bicycle plans, 5) encourage employers and developers to provide bicycle access and facilities, and 6) provide bicycle safety education.
- Improve Arterial Traffic Management. Improve arterial traffic management by implementing the following: 1) study signal preemption for buses on arterials with high volumes of bus traffic, 2) improve arterials for bus operations and to encourage bicycling and walking, and 3) continue and expand local signal timing programs, only where air quality benefits can be demonstrated.
- Local Clean Air Plans, Policies, and Programs. Incorporate air quality beneficial policies and programs into local planning and development activities, with a particular focus on subdivision, zoning, and site design measures that reduce automobile trips.
- Conduct Demonstration Projects. Promote demonstration projects to develop new strategies to reduce motor vehicle emissions. Projects include: low emission vehicles fleets and LEV refueling infrastructure.
- Pedestrian Travel. Implement the following measures: 1) review/revise general/specific plan policies to promote development patterns that encourage walking and circulation policies that emphasize pedestrian travel and modify zoning ordinance to include pedestrian-friendly design standards, 2) include pedestrian improvements in capital improvement programs, and 3) designate a staff person as a Pedestrian Program Manager.
- Promote Traffic Calming Measures. Promote traffic calming measures by implementing the following: 1) include traffic calming strategies in the transportation

and land use elements of general and specific plans, and 2) include traffic calming strategies in capital improvement programs.

***Conclusion:*** Conformance with the identified General Plan policies will reduce the impacts on regional air quality. Because the proposed General Plan amendments will add substantial population not already reflected in the current regional Clean Air Plan, the air quality impacts of their approval would still be considered a significant impact. (Significant Unavoidable Impact)

## J. NOISE

The information provided in this section is based on a noise analysis prepared by *Illingworth and Rodkin*. The complete report is provided in Appendix C.

### 1. Existing Setting

#### Fundamental Concepts of Environmental Acoustics

Noise is defined as unwanted sound. Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually measured and expressed in decibels (dB) with 0 dB corresponding roughly to the threshold of hearing.

Most of the sounds which people hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. The method commonly used to quantify environmental sounds consists of evaluating all of the frequencies of a sound in accordance with a weighting that reflects the facts that human hearing is less sensitive at low frequencies and extreme high frequencies than in the frequency mid-range. This is called "A" weighting, and the decibel level so measured is called the A-weighted sound level (dBA). In practice, the level of a sound source is conveniently measured using a sound level meter that includes an electrical filter corresponding to the A-weighting curve.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources which create a relatively steady background noise in which no particular source is identifiable. To describe the time-varying character of environmental noise, the statistical noise descriptors,  $L_{01}$ ,  $L_{10}$ ,  $L_{50}$ , and  $L_{90}$ , are commonly used. They are the A-weighted noise levels equaled or exceeded during 1%, 10%, 50%, and 90% of a stated time period. A single number descriptor called the  $L_{eq}$  is also widely used. The  $L_{eq}$  is the average A-weighted noise level during a stated period of time.

In determining the daily level of environmental noise, it is important to account for the difference in responses of people to daytime and nighttime noises. During the nighttime, exterior background noises are generally lower than the daytime levels. However, most household noise also decreases at night and exterior noise becomes very noticeable. Further, most people sleep at night and are very sensitive to noise intrusion. To account for human sensitivity to nighttime noise levels, a descriptor,  $L_{dn}$  (day/night average sound level), was developed. The  $L_{dn}$  divides the 24-hour day into the daytime of 7:00 a.m. to 10:00 a.m. and the nighttime of 10:00 p.m. to 7:00 a.m. The nighttime noise level is weighted 10 dB higher than the daytime noise level. The Community Noise Equivalent Level (CNEL) is another 24-hour average which includes both an evening and nighttime weighting.

## **Regulatory Background**

The State of California and the City of San José establish guidelines, regulations, and policies designed to limit noise exposure at noise sensitive land uses. These standards are found in the State of California Building Code and the City of San José's 2020 General Plan.

### ***Section 1208 of the 1998 California Building Code***

New multi-family housing in the State of California is subject to the environmental noise limits set forth in Appendix Chapter 1208A.8.4 of the California Building Code. The noise limit is a maximum interior noise level of 45 dBA  $L_{dn}$ /CNEL. Where exterior noise levels exceed 60 dBA  $L_{dn}$ , a report must be submitted with the building plans describing the noise control measures that have been incorporated into the design of the amendment to meet the noise limit.

### ***City of San José General Plan***

The Noise Element of the City of San José's 2020 General Plan identifies noise and land use compatibility standards for various land uses. The City's goal is to, "...minimize the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies."

Short-range exterior noise levels of 60  $L_{dn}$  and long-range exterior noise levels of 55  $L_{dn}$  are considered satisfactory for residential land uses. The guidelines state that where the exterior  $L_{dn}$  is above the "satisfactory" limit (60  $L_{dn}$ ), an acoustical analysis should be made indicating the amount of attenuation necessary to maintain an indoor level less than or equal to 45 dBA  $L_{dn}$  (consistent with the State Building Code). Noise levels exceeding 70 dBA  $L_{dn}$  require that new development would only be permitted if uses are entirely indoors and building design limits interior levels to less than or equal to 45 dBA  $L_{dn}$ . Outside activity areas should be permitted only if site planning and noise barriers result in levels of 60  $L_{dn}$  or less.

## **Existing Noise Environment**

This section discusses the sources and levels of environmental noise affecting each of the 12 amendment sites. Information is based on a noise monitoring survey conducted for this amendment and information collected for nearby amendments in the past.

The noise monitoring survey consisted of a combination of long-term noise measurements and short-term noise measurements conducted between October 18, 2003 and October 26, 2003. Noise data collected at or near the HOS III sites in the past is also summarized in this report. At most of the sites, vehicular traffic noise from the local street network was the predominant noise source. Noise monitoring locations are shown on Figures 21-27. Existing hourly noise levels measured at the long-term monitoring sites are summarized in Appendix C. All of the noise monitoring figures for this EIR can be found on pages 151-157 at the end of this noise section.



**Site 1** is located at the northwest corner of Blossom Hill Road and Blossom Avenue. Highway 85 bounds the site to the north and east. Blossom Hill Road bounds the site to the south and Canoas Creek bounds the site to the west. The predominant noise sources at Site 1 are vehicular traffic along Highway 85 and Blossom Hill Road. Noise levels were measured at two locations between October 18, 2003 and October 22, 2003. One long-term noise measurement was done approximately 165 feet from the edge of southbound Highway 85 to quantify the daily trend in noise levels generated by the highway. The calculated noise level ranged from 68 to 69 dBA. A short-term noise measurement was also made near the front of the property, approximately 105 feet from the centerline of Blossom Hill Road (ST-1). At that location, the noise level is calculated to be 65 dBA  $L_{dn}$ .

**Site 2** is bordered by residential land uses to the north, the UPRR rail line to the east, Berryessa Road to the south, and the San José Flea Market parking lot to the west. The noise environment on the site results primarily from vehicular traffic along Berryessa Road and adjacent industrial activity. Noise measurements were made at two nearby locations in 2001 to document noise levels generated by vehicular traffic along Berryessa Road and the railroad line. One noise measurement was made approximately 30 feet from the center of the near UPRR track. The noise level at this location, primarily the result of local noise sources at the flea market site and at adjacent industrial land uses, was 59 dBA  $L_{dn}$ . Trains did not pass the monitoring site during the 24-hour period. With train passbys, noise levels along the westernmost boundary of the site would be substantially higher. A short-term noise measurement was also made approximately 65 feet from the centerline of Berryessa Road, just east of the site. Based on the data collected at this site and the relationship with long-term noise data, the noise environment generated by Berryessa Road was calculated to be 72 dBA  $L_{dn}$  on Site 2.

**Site 3** is located south of Berryessa Road, between Jackson Avenue and I-680. Residential land uses bound the site to the east, Berryessa Road bounds the site to the north, and undeveloped land bounds the site to the west and south. The predominant noise source affecting the noise environment at this site is vehicular traffic along Berryessa Road. In the absence of local traffic, distant traffic along I-680 is audible. Noise levels were monitored at one location north of the site from October 22, 2003 to October 26, 2003. The noise measurement was made approximately 120 feet from the centerline of Berryessa Road at Pembroke Drive. The noise levels for Site 3 ranged from 70 to 72 dBA  $L_{dn}$ .

**Site 4** is bounded by Julian Street to the north, 27<sup>th</sup> Street to the east, and Santa Clara Street to the south. Depending on the location of the receiver, the noise environment on this site results from vehicular traffic on the nearest roadway. Noise from commercial and industrial land uses in the area are also audible. Noise levels were monitored in 2001 during the Housing Opportunities Study Phase II. One noise measurement was made at a distance of 75 feet from the centerline of East Julian Street. The calculated  $L_{dn}$  noise level at this short-term monitoring location was about 67 dBA. An additional noise source that may impact Site 4 is a UPRR rail line located approximately 200 feet east of the site. A long-term noise measurement indicated that no trains used the line during the noise monitoring period. Noise levels in the vicinity of this rail line would be substantially higher with train passby events.

**Sites 5 and 6** are both located east of Highway 87. Site 5 is north of Curtner Avenue and west of Almaden Expressway. Site 6 is south of Curtner Avenue and west of Canoas Garden Avenue. Commercial and residential land uses surround these two sites. The noise environment at these sites results primarily from vehicular traffic. Noise generated by aircraft on approach to San José International Airport is also audible at times above the ambient noise environment generated by vehicular traffic. One long-term noise measurement was made along Highway 87 between October 18, 2003 and October 22, 2003 approximately 150 feet from the edge of southbound Highway 87 to quantify the daily trend in noise levels generated by the highway. The noise levels at the long-term noise monitoring location (LT-7) ranged from 67 to 68 dBA. Noise measurements were also made for several other amendments in the vicinity of these sites. Long-term noise measurements made along Curtner Avenue and Almaden Expressway found that noise levels generated by Curtner Avenue and Almaden Expressway are approximately 75 dBA  $L_{dn}$  at a distance of 100 feet from the roadway centerlines.

**Sites 7 – 12** are located north of I-280, generally between Race Street and Bird Avenue. West San Carlos Street forms the northernmost boundary of this study area. Existing land uses at these sites and in surrounding areas are generally commercial and industrial. Residential land uses bound the midtown area. The major noise sources affecting the amendment sites and surrounding areas are vehicular traffic on local roadways. The predominant noise-generating roadways in the vicinity of the six sites are Race Street, West San Carlos Street, Lincoln Avenue and Auzerais Avenue. Other noise sources in the vicinity of these sites include railroad trains along the Caltrain line east of the site, industrial noise sources such as a gravel/asphalt plant, and traffic along I-280. Noise levels were monitored at several locations in this amendment area during the noise monitoring survey and for other amendments at or near the sites.

A long-term noise measurement was approximately 35 feet from the centerline of Race Street between West San Carlos Street and Auzerais Avenue. Noise levels from October 22, 2003 to October 26, 2003 were calculated as 67 to 68 dBA  $L_{dn}$ . Noise levels along Lincoln Avenue would be similar to those calculated for Race Street.

One long-term noise measurement was made on the northeast corner of the West San Carlos Street/Willard Avenue intersection, approximately 60 feet from the centerline of West San Carlos Street during the preparation of Phase 2 of the Housing Opportunities study. The noise levels calculated at this location were 64 dBA  $L_{dn}$ .

One long-term measurement was made west of Sunol Street adjacent to the Southern Pacific spur line that served the old Del Monte Plant. This line appears to be used infrequently, if at all. The measurement was made at a distance of 18 feet from the centerline of Auzerais Avenue and 100 feet from the railroad track. The major noise source at this location was traffic on Auzerais Avenue. The noise level measured was 68 dBA  $L_{dn}$ . At a setback of about 50 feet from the centerline, traffic along Auzerais Avenue generates a noise level of about 64 dBA  $L_{dn}$ .

Noise levels were also monitored along Sunol Street at a distance of 30 feet from the centerline of the road. Noise levels at this location were dominated by industrial noise and asphalt truck traffic on Sunol Street. The noise levels were measured to be 69 dBA

$L_{dn}$ . At a setback of about 50 feet from the centerline, traffic along Sunol Street generates a noise level of about 66 dBA  $L_{dn}$ .

A short-term noise measurement was made on West Home Street east of Sunol Street. The highest noise levels were generated by trucks to and from the nearby asphalt plant. The noise level at this location was the same as the noise level along Sunol Street due to the truck activity. However, the short-term measurement was made to eliminate the sound of trucks to and from the plant. In the absence of the truck activity the noise environment is dominated by equipment at the asphalt batch plant, distant traffic on I-280 and Auzerais Avenue and aircraft overflights. The average noise level during the middle of the day was 56 to 59 dBA  $L_{dn}$ .

Noise measurements were also made east of the sites adjacent to the Caltrain line. The monitor was located a distance of 25 feet from the nearest track. Forty-one trains passed during the 24-hour period and the measured noise level was 76 dBA  $L_{dn}$ . Maximum noise levels reached 109 dBA  $L_{dn}$  at a distance of 25 feet from the tracks. Table 18 summarizes the existing noise environment at the 12 sites. Where sites are located adjacent to an arterial roadway, the noise levels have been normalized to reflect the noise level at a distance of 75 feet from the centerline of the road. Noise levels from other noise sources (e.g., highways, railroad) are at distances or locations stated in the table.

<b>TABLE 18</b> <b>Existing Noise Levels</b>			
<b>Site</b>	<b>Location</b>	<b>LDN<sup>15</sup> (dBA)</b>	<b>Noise Source(s)</b>
1	NE corner of Blossom Hill Road / Blossom Avenue intersection	69-70	Traffic at a distance of 150 feet from the edge of Hwy 85
		64	Traffic along Blossom Hill Road
2	North side of Berryessa Road west of UPRR	71	Traffic along Berryessa Road
	UPRR (east boundary of site)	NA	No railroad activity observed
3	South side of Berryessa Road west of I-680	72-74	Traffic along Berryessa Road
4	UPRR (east boundary of site)	NA	No railroad activity observed
	E. Julian Street	67	Traffic along E. Julian Street
	Santa Clara Street	70	Traffic along Santa Clara Street
5	East of Hwy. 87, North of Curtner Avenue	67-68	Traffic at a distance of 150 feet from the edge of Hwy 87
		75	Traffic at a distance of 100 ft. from the center of Curtner Avenue

<sup>15</sup>Noise level ( $L_{dn}$ ) at a location 75 feet from the roadway centerline unless stated otherwise.

<b>TABLE 18 <i>Continued</i></b> <b>Existing Noise Levels</b>			
<b>Site</b>	<b>Location</b>	<b>LDN (dBA)</b>	<b>Noise Source(s)</b>
5	<i>See Previous Page</i>	74-75	Traffic at a distance of 100 ft. from the center of Almaden Expressway
6	East of Hwy. 87, South of Curtner Avenue	67-68	Traffic at a distance of 150 ft. from the edge of Hwy 87
		75	Traffic at a distance of 100 ft. from the center of Curtner Avenue
7-12	Mid-Town Sites - Generally Bounded by West San Carlos Street, Race Street, Bird Avenue, and I-280	63	Traffic along West San Carlos Street
		62	Traffic along Auzerai Avenue
		64-65	Traffic along Race Street
		64-65	Traffic along Lincoln Street
		65	Traffic along Sunol Street
		65	Traffic along Savaker Avenue
		72	Caltrain

## 2. Noise Impacts

### Thresholds of Significance

For the purposes of this EIR, a noise or vibration impact is considered significant if the project would:

- Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; or
- Expose persons to, or generate, excessive groundborne vibration or groundborne noise levels; or
- Create a substantial permanent increase in ambient noise levels in the amendment vicinity above levels existing without the amendment; or
- Create a substantial temporary or periodic increase in ambient noise levels in the amendment vicinity above levels existing without the amendment; or
- For a amendment located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the amendment expose people residing or working in the amendment area to excessive noise levels; or
- For a amendment within the vicinity of a private airstrip, would the amendment expose people residing or working in the amendment area to excessive noise levels.

CEQA does not define what noise level increase would be considered substantial. Typically, in high noise environments in San José, if the project would cause the  $L_{dn}$  to increase by more than 3 dBA at noise-sensitive receptors, the impact is considered significant. Where the existing noise level is lower, a somewhat higher increase can be tolerated before the impact is considered significant.

Noise impacts that could occur if the proposed General Plan amendments are implemented fall into three general categories:

- The potential effects of environmental noise on the developability of the sites for residential and/or park use;
- Potential increases in traffic noise resulting from amendment-generated traffic;
- Short-term noise impacts resulting from construction.

Each of these conditions is discussed below.

### **Noise Impacts to the Amendment Sites**

In the following discussion, the noise and land use compatibility is evaluated for each housing site.

**Site 1:** Noise exposure from State Route 85 is 69 to 70  $L_{dn}$ . Noise exposure along Blossom Hill Road is 64  $L_{dn}$ . Both the short-range and long-range goals for compatibility are exceeded. The 60  $L_{dn}$  screening threshold for multi-family housing set forth in the State Building Code is exceeded. According to current City policy, “New development permitted only if uses are entirely indoors and building design limits interior levels to less than or equal to 45  $L_{dn}$ . Outside activity areas should be permitted if site planning and noise barriers result in levels of 60  $L_{dn}$  or less.” Future residential development will be required to prepare a noise analysis that demonstrates that the proposed project design can provide interior noise levels consistent with City policies and state law. Outdoor activity areas would also be allowed if the noise environment in the proposed outdoor activity areas can be made to at least meet the City’s short-range goal (60  $L_{dn}$ ).

**Site 2:** Site 2 is exposed to traffic noise generated by Berryessa Road. There was no railroad activity observed along the UPRR track during the time period of the noise measurements. As discussed in Section II.J. of this EIR, there is a proposal to use the UPRR right-of-way for a future BART extension. The EIS/EIR currently circulating for BART assumes light industrial uses on this site. Noise exposure from Berryessa Road exceeds 70  $L_{dn}$ , which exceeds City and State thresholds. Future residential development will be required to prepare a noise analysis that demonstrate that the proposed project design can provide interior noise levels consistent with City policies and state law. Outdoor activity areas would also be allowed if the noise environment in the proposed outdoor activity areas can be made to at least meet the City’s short-range goal (60  $L_{dn}$ ).

**Site 3:** Noise exposure from Berryessa Road is 72 to 74  $L_{dn}$  at a reference distance of 75 feet from the roadway’s centerline. The noise exposure on this site exceeds City and State thresholds. Future residential development will be required to prepare a noise analysis that demonstrates that the proposed project design can provide interior noise

levels consistent with City policies and state law. Outdoor activity areas would also be allowed if the noise environment in the proposed outdoor activity areas can be made to at least meet the City's short-range goal (60 L<sub>dn</sub>).

**Site 4:** Site 4 is subject to vehicular traffic noise generated by East Julian Street and Santa Clara Street where noise levels range from 67 to approximately 70 L<sub>dn</sub>. Noise generated along the UPRR railroad could lead to noise levels exceeding the City and State standards, but no railroad train activity was observed during the measurements. The noise exposure is similar to Site 1, which exceeds City and State standards. As discussed above, future residential development will be required to prepare a noise analysis that demonstrates that the proposed project design can reduce interior noise levels to be consistent with City policies and state law. Outdoor activity areas would also be allowed if the noise environment in the proposed outdoor activity areas can be made to at least meet the City's short-range goal (60 L<sub>dn</sub>).

**Sites 5 and 6:** These sites are subject to vehicular traffic noise up to 75 L<sub>dn</sub>, similar to the noise exposure for Site 3 and, as such, would be subject to the same noise analysis requirements.

**Sites 7 – 12:** Sites 7–12 are subject to noise generated by the Caltrain Railroad system and the local street network. Caltrain is the dominant noise source generating a sound level of 72 L<sub>dn</sub>. Vehicular traffic is 62 to 65 L<sub>dn</sub> along the various streets affecting the amendment area. Two of the six sites are proposed to remain industrial. These two sites (9 and 12) will not be adversely impacted by the overall noise levels of the amendment area because industrial land uses are not noise sensitive.

- **Future residential and public park development on 10 of the 12 proposed amendment sites would be exposed to noise levels that exceed the City of San José's noise exposure goal for residential properties. (Significant Impact)**

### **Project-Generated Traffic Impacts**

Future development of the 12 amendment sites could result in increased traffic noise on the street network. Traffic data generated by *Hexagon Transportation Consultants* was reviewed to determine whether or not there would be localized or area-wide increases in vehicular traffic noise as a result of amendment-generated trips. A comparison of future traffic volumes with existing traffic volumes and volumes that would occur under the existing General Plan indicate that there would be no measurable change in noise levels on the street network around the 12 amendment sites as a result of the implementation of the proposed GPAs. The proposed GPAs would cause no permanent increase in noise levels and would, therefore, cause no impact as a result of vehicular traffic noise increases.

- **Traffic generated by the additional residential, commercial and industrial development allowed by the proposed General Plan amendments would not result in significantly increased traffic noise on the roadway network. (Less Than Significant Impact)**

## Construction Impacts

Construction of housing at 10 of the 12 sites will temporarily increase noise levels at nearby noise-sensitive receptors. Construction would typically occur in phases on the larger sites and the entire build out of the site may take several years. This is especially true for Site 4, where there are multiple properties with different owners. Construction activities would not typically be located adjacent to a particular receptor during the entire construction period. Therefore, noise generated by construction would create a temporary noise impact on adjacent noise sensitive receptors, but this would be considered a less-than-significant impact provided that standard construction noise control measures are implemented at all construction sites.

Construction activities generate noise. Noise levels during construction would occur in phases, including demolition, grading and excavation, construction of foundations, erection of the new buildings, and paving and finishing. Typical hourly average construction noise levels are 75 dBA to 80 dBA measured at a distance of 100 feet from the noise source during busy construction periods. These noise levels drop off at a rate of about 6 dBA per doubling of distance. The impact would be short-term and less-than-significant if standard construction noise controls are implemented, as described under mitigation and avoidance measures below.

- **Noise generating activities associated with development of the amendment sites would temporarily elevate noise levels in the area surrounding the amendment site. (Significant Temporary Impact)**

### 3. Mitigation and Avoidance Measures for Noise Impacts

The policies in the City of San José General Plan have been adopted for the purpose of avoiding or mitigating potential environmental effects resulting from planned development within the City. All future development would be subject to General Plan policies, including the following:

#### General Plan Policies

- *Noise Policy 1* states the City's acceptable noise level objectives are 55  $L_{dn}$  as the long-range exterior noise quality level, 60  $L_{dn}$  as the short-range exterior noise quality level, 45  $L_{dn}$  as the interior noise quality level, and 76  $L_{dn}$  as the maximum exterior noise level necessary to avoid significant adverse health effects. These objectives are established for the City, recognizing that the attainment of exterior noise quality levels in the environs of San José International Airport, the Downtown Core Area, and along major roadways may not be achieved in the time frame of this Plan. To achieve the noise objectives, the City should require appropriate site and building design, building construction and noise attenuation techniques in new residential development.
- *Noise Policy 9* states that construction operations should use available noise suppression devices and techniques.

- *Urban Design Policy 18* states that to the extent feasible, sound attenuation for development along City streets should be accomplished through the use of landscaping, setbacks and building design rather than the use of sound attenuation walls.
  - By utilizing site planning to minimize noise impacts to outdoor activity areas. Consider locating non-noise sensitive uses, such as parking (e.g., carports), adjacent to roadways, and using the residential buildings to provide shielding for common outdoor use areas. Where noise sensitive uses are planned immediately adjacent to noise sources, building insulation methods should be incorporated into the amendment.
- *Land Use Compatibility Guidelines for San José* state that outside activity areas should be permitted if site planning and noise barriers result in levels of 60  $L_{dn}$  or less.

### **State Law**

- *Title 24* states that multi-family housing proposed on any site is subject to the requirements of Title 24, Part 2 of the State Building Code. Because noise levels exceed 60 dB  $L_{dn}$  on all 12 sites, an analysis detailing the treatments incorporated into the building plans shall be prepared and submitted to the City Planning, Building & Code Enforcement Department prior to issuance of a building permit. The report shall demonstrate that the design would achieve and interior  $L_{dn}$  of 45 dBA or less in all habitable residential areas.

### **Other Programmed Mitigation Measures**

The following mitigation measures would apply to future development on the proposed HOS III sites to ensure compliance with the aforementioned General Plan policies and state law.

#### ***Land Use Mitigation***

- Multi-family housing proposed on a amendment site is subject to the requirements of Title 24, Part 2, of the State Building Code. Because noise levels exceed an  $L_{dn}$  of 60 dBA, an analysis detailing the treatments incorporated into the building plans shall be prepared and submitted to the City Building Department prior to issuance of a building permit. The report shall demonstrate that the design would achieve an interior  $L_{dn}$  of 45 dBA or less in all habitable residential areas.
- A noise and vibration study will be prepared for any future specific residential amendment proposed on any HOS III site located adjacent to UPRR or LRT rail alignments.



### ***Construction Mitigation***

Noise mitigations to reduce construction noise would usually include some or all of the following:

- Construct temporary noise barriers around the perimeter of the amendment site before construction begins.
- Limit construction activity to daytime hours (7:00 a.m. to 7:00 p.m.) with no construction activity on Sundays or holidays
- Use available noise suppression devices and properly maintain and muffle loud construction equipment.
- Construct noise barriers to shield loud equipment from nearby noise-sensitive receptors.
- Avoid staging loud equipment within 200 feet of noise-sensitive receptors.
- Designate a disturbance coordinator and post the name of phone number of this person conspicuously to manage construction noise complaints. The disturbance coordinator will contact noise-sensitive receptors and advise residents of the schedule of construction.

***Conclusion:*** Conformance with the identified General Plan policies and Programmed Mitigation Measures would reduce noise impacts to less than significant. (Less Than Significant with Mitigation)



NOISE MEASUREMENT LOCATIONS- SITE 1

FIGURE 18





NOISE MEASUREMENT LOCATIONS- SITE 2

FIGURE 19





NOISE MEASUREMENT LOCATIONS- SITE 3

FIGURE 20





NOISE MEASUREMENT LOCATIONS- SITE 4

FIGURE 21

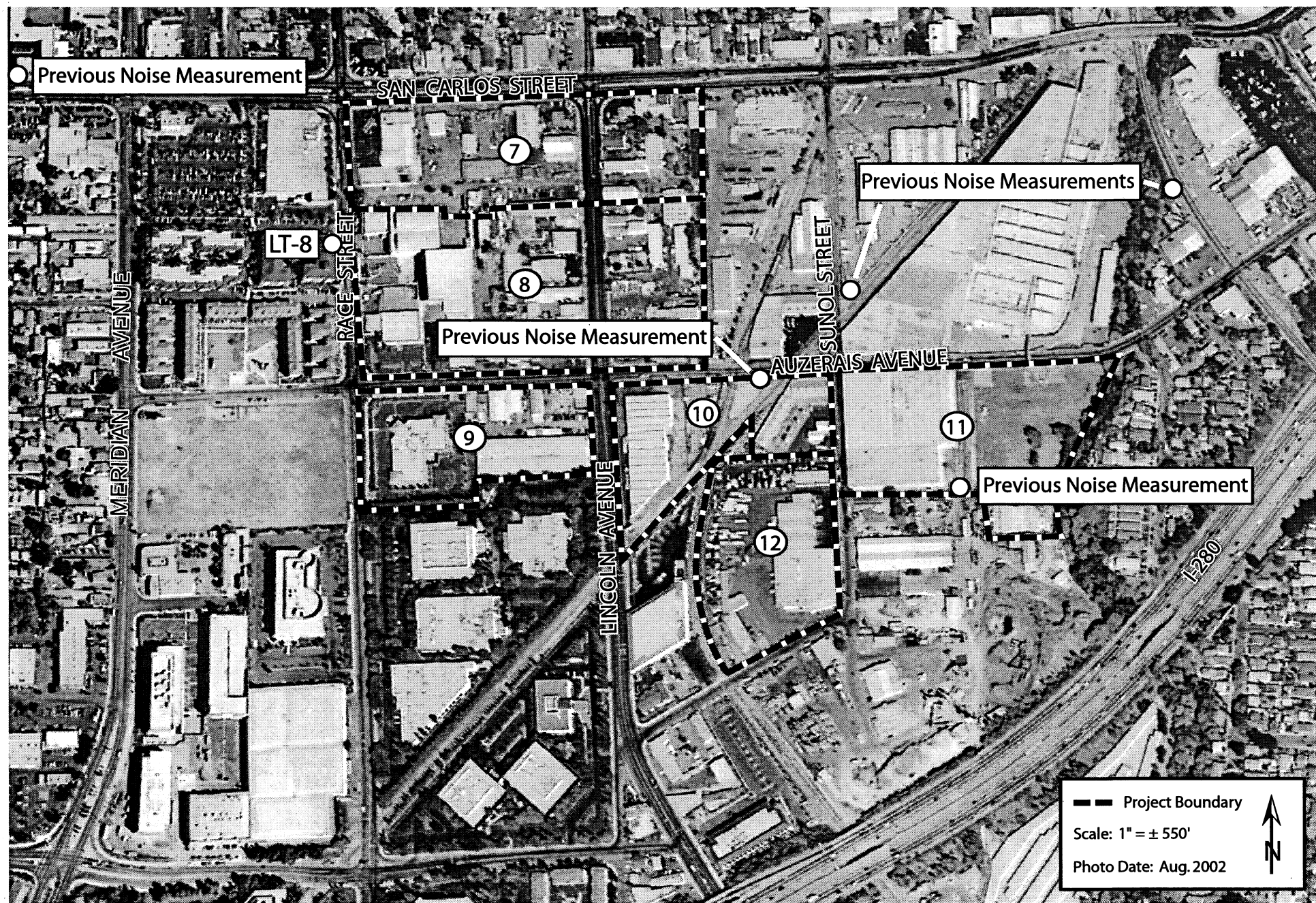




AERIAL PHOTOGRAPH- SITE 5 AND 6

FIGURE 22





NOISE MEASUREMENT LOCATIONS- SITE 7-12

FIGURE 23

## **K. UTILITIES**

### **1. Existing Setting**

#### **Water Services**

Water service in the City of San José is provided by three entities: the City of San José Municipal Water System, San José Water Company and the Great Oaks Water Company. These service providers obtain water from available sources and deliver it to individual consumers within the City.

Part of San José's drinking water is supplied via a local water supply system in which runoff is collected in reservoirs and later recharged in streams and ponds to augment the natural recharge of the ground water basin. Local sources are not sufficient to meet water supply needs even in normal rainfall years; therefore, Santa Clara Valley Water District (SCVWD) typically imports about one half of the County's potable water supply. This imported water is obtained from three sources: the State Water Project via the South Bay Aqueduct, the San Francisco Water Department's Hetch Hetchy Aqueduct, and the San Felipe Division of the Federal Central Valley Project. Additional imported water has been required within Santa Clara County during droughts. The SCVWD owns and operates an extensive distribution system and three water treatment plants to recharge and treat both local and imported water.

The water service at all the 12 HOS III sites is supplied by the San José Water Company. The existing water lines are listed below.

**Site 1** is serviced by six-inch water lines in Chesbro, Shadowcrest Way and Southcrest Way.

**Site 2** is serviced by a 16-inch water line in Berryessa Road and eight-inch water lines in Krebs Court and Aschauer Court.

**Site 3** is serviced by a 10-inch water line in Berryessa Road.

**Site 4** is serviced by four-inch water lines in 27<sup>th</sup> Street and 26<sup>th</sup> Street and a six-inch line in Julian Street.

**Site 5** is serviced by a 16-inch line in Canoas Garden Avenue and a 12-inch water line in Evans Lane.

**Site 6** is serviced by a 12-inch water line in Canoas Garden Avenue.

**Site 7** is serviced by a 12-inch water line in Lincoln Avenue, a 10-inch line in San Carlos Street and an eight-inch line in Race Street.

**Site 8** is serviced by a 17-inch water line in Auzerais Avenue, a 12-inch line in Lincoln Avenue and an eight-inch line in Race Street.



**Site 9** is serviced by a 17-inch water line in Auzerais Avenue, a 12-inch in Lincoln Avenue and an eight-inch in Race Street.

**Site 10** is serviced by a 17-inch water line in Auzerais Avenue, a 12-inch line in Lincoln Avenue and a six-inch in Sunol Street.

**Site 11** is serviced by a 17-inch water line in Auzerais Avenue. A 12-inch and six-inch water line in Home Street and a 12-inch line parallel to Los Gatos Creek.

**Site 12** is serviced by 12-inch water lines in Sunol Street and Savaker Street.

### **Sanitary Sewer/Wastewater Treatment**

Wastewater from the City of San José is treated at the San José/Santa Clara Water Pollution Control Plant, located near Alviso. The Water Pollution Control Plant (WPCP) is owned jointly by the two cities and operated by the City of San José's Department of Environmental Services. The WPCP provides primary, secondary, and tertiary treatment of wastewater and has the capacity to treat 167 million gallons of wastewater a day (mgd).<sup>16</sup>

The WPCP is currently operating under a 120 million gallon per day dry weather effluent flow constraint. This requirement is based upon the State Water Resources Control Board and the Regional Water Quality Control Board concerns over the effects of additional freshwater discharges from the WPCP on the saltwater marsh habitat, and pollutant loading to the Bay from the WPCP. Approximately ten percent of the plant's effluent is recycled for non-potable uses and the remainder flows into San Francisco Bay.

An extensive system of sanitary sewer lines is owned and maintained by the City of San José. The concept of level of service for sanitary sewers refers to the quantity of wastewater flowing through a sewer line relative to its design. The General Plan calls for a Level of Service (LOS) D for sanitary sewer lines, which represents a free flow of wastewater sufficient to prevent "back up" problems. New development is required by existing policies to avoid or minimize its impacts upon any existing or anticipated LOS E sewer lines by constructing or contributing to the construction of new lines or by waiting for completion of planned sewer line improvements.

The existing sanitary sewer network in the vicinity of each of the HOS III sites is listed below.

**Site 1** is serviced by a 72-inch sewer line in Blossom Hill Road.

**Site 2** is serviced by a 10-inch sewer line in Berryessa Road and a six-inch sewer line in Krebs Court.

**Site 3** is serviced by an eight-inch sewer line in Berryessa Road.

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<sup>16</sup> City of San José Website

**Site 4** is serviced by six-inch sewer lines in Julian Street, 27<sup>th</sup> Street and 26<sup>th</sup> Street and an eight-inch line in St. James Street.

**Site 5** is serviced by an eight-inch sewer line in Canoas Garden Avenue.

**Site 6** is serviced by an eight-inch and six-inch sewer line in Canoas Garden Avenue.

**Site 7** is serviced by a 10-inch sewer line in San Carlos Street.

**Site 8** is serviced by a 10-inch sewer line is in Auzerais Avenue and an eight-inch line is in Lincoln Avenue.

**Site 9** is serviced by eight-inch sewer lines in Auzerais Avenue and Lincoln Avenue.

**Site 10** is serviced by a 24-inch sewer line in Sunol Street, a 21-inch line in Lincoln Avenue and a 10-inch line in Auzerais Avenue.

**Site 11** is serviced by a 10-inch sewer line is in Auzerais Avenue, an eight-inch line in Sunol Street and a six-inch line in Home Street.

**Site 12** is serviced by a 24-inch sewer line is in Savaker Street and an eight-inch sewer line in Sunol Street.

### **Storm Drainage System**

The City of San José owns and maintains the storm drainage system which serves all 12 of the sites under consideration. The lines that serve the sites drain into Los Gatos Creek, Upper Penitencia Creek, Coyote Creek, Canoas Creek, and the Guadalupe River. These waterways flow north, carrying the effluent from the storm drains into San Francisco Bay. There is no overland release of stormwater directly into any water body from any amendment site except for Site 11, which may drain directly into Los Gatos Creek.

The General Plan level of service policy for storm drainage in the City is to minimize flooding on public streets and to minimize property damage from stormwater. The existing storm drain systems for each of the 12 HOS III sites are listed below.

**Site 1** is serviced by a 36-inch storm drain line in Southcrest Way and a 21-inch storm drain line in Blossom Hill Road.

**Site 2** is serviced by a 15-inch storm drain line in Krebs Court and a 21-inch storm drain line in Taida Street.

**Site 3** is serviced by a 30-inch storm drain line in Berryessa Road.

**Site 4** is serviced by a 24-inch storm drain line in 26<sup>th</sup> Street, a 12-inch line in St. John Street and an eight-inch line in St. James Street.

**Site 5** is serviced by a 66-inch storm drain line in Canoas Garden Avenue.

**Site 6** is serviced by a 54-inch storm drain line north of Mill Pond Drive, a 42-inch storm drain line in Canoas Garden Avenue, a 24-inch line in Mill Pond Drive and a 12-inch line in Curtner Avenue.

**Site 7** is serviced by 30-inch storm drain lines in Race Street and San Carlos, and a 12-inch storm drain line in Lincoln Avenue.

**Site 8** is serviced by a 30-inch storm drain line in Race Street and 12-inch lines in Auzerais Avenue and Lincoln Avenue.

**Site 9** is serviced by a 27-inch storm drain line in Auzerais Avenue, a 24-inch line in Race Street and a 12-inch line in Lincoln Avenue.

**Site 10** is serviced by 33-inch, 30-inch and 12-inch storm drain lines in Auzerais Avenue, a 21-inch line in Sunol Street and a 12-inch line in Lincoln Avenue.

**Site 11** is serviced by a 36-inch storm drain line in Auzerais and a 12-inch line in Home Street.

**Site 12** is serviced by a 21-inch storm drain line in Sunol Street and an 18-inch storm drain line on Savaker Street.

### **Solid Waste**

Residential solid waste collection services in San José are provided by Norcal Waste Systems and the Green Team of San José. Citywide collection of solid waste from multi-family residential development is provided by Green Team of San José. San José has a contract with Newby Island Landfill which extends to 2019. The City of San José disposes approximately 1,070,898 tons of garbage per year at Newby Island Landfill. Collection service to non-residential properties is provided by a number of non-exclusive service providers and non-residential waste may be disposed at any of four privately owned landfills in San José.

Assembly Bill 939 established the California Integrated Waste Management Board and required all California counties to prepare integrated waste management plans. AB 939 also required all municipalities to divert 25 percent of their solid waste from landfill disposal by January 1, 1995, and 50 percent of the waste stream must be diverted by the year 2000. The City of San José currently generates approximately 1,912,319 tons of solid waste annually, and diverts about 44 percent through a variety of waste diversion programs including curbside recycling, yard waste pick-up, and the City's Construction and Demolition Diversion Deposit Program which diverts approximately 62 percent of construction/demolition waste.

## **2. Utilities Impacts**

### **Thresholds of Significance**

For the purposes of the EIR, a utility and service impact is considered significant if the

project would:

- Require or result in the construction of new stormwater or wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the amendment's projected demand in addition to the provider's existing commitments;
- Need new or expanded entitlements for water supplies; or
- Be served by a landfill with insufficient permitted capacity.

### Water Service

Implementation of the existing San José General Plan, with or without the increased residential units represented by the Housing Opportunities Study, would increase the demands upon water supply resulting from the development of adopted and proposed land uses and supporting public facilities. Meeting the increased demand will require expanded facilities, including storage and delivery infrastructure. Future demand will be met through water conservation programs as well as supplemental imported water supplies during future droughts. The SCVWD has updated its water supply master plan in order to determine potential future water deficiencies and examine options for meeting these deficiencies including the addition of local storage capacity for imported water supplies and wastewater reclamation.

- **Development of residential uses on 10 of the 12 sites will increase demand for water above existing conditions, but would not substantially increase demand beyond what is anticipated for the City's existing General Plan. (Less than Significant Impact)**

### Sanitary Sewer/Wastewater Treatment

Future development under the proposed General Plan amendments would increase the demand on the sanitary sewer services provided by the City of San José. Some types of industrial development generate more wastewater than residential land uses. Industrial land uses with extensive office space would likely generate less wastewater than residential land uses. The dwelling units that could be developed on 10 of the 12 sites as a result of the proposed General Plan amendments would generate approximately 768,960 gallons of wastewater per day<sup>17</sup>, which would have to be transported and treated. The proposed industrial park development would generate approximately 3,873 gallons per day (GPD) of wastewater<sup>18</sup>. Therefore, the total wastewater generated by the proposed amendments would be approximately 772,833 GPD. The net increase in wastewater between the proposed amendments and what is currently allowed under the General Plan (including the Midtown Specific Plan) is minimal. The current sanitary sewer lines have sufficient capacity to provide service to the proposed developments.

<sup>17</sup> Turner, Andrew. Principal Engineering Technician. City of San José Department of Public Works. Personal Communication, 2003. Based on the following formula: sewage gallons per day = (#DU) x (240 gal/DU/day)

<sup>18</sup> The City of San José. *Sewage Treatment Plan Connection Fees, Coefficients and Rates*. March 2001.

Nevertheless, all sites will be evaluated on an individual basis prior to specific future development to ensure that sewer line capacity is adequate for the specific development proposed.

- **Development of the proposed land use amendments will not exceed current sanitary sewer and wastewater treatment plant capacity. (Less than Significant Impact)**

### **Storm Drainage System**

All of the 12 amendment sites are currently developed and, with the exception of Site 3, all the sites are nearly 100 percent covered in impervious hardscape. Perimeter landscape areas and parking lot landscape islands are the only permeable surfaces on 11 of the 12 amendment sites. Site 3 contains only two single-family houses, a closed fruit stand, an old water tank tower, and a barn. The remainder of the site appears to consist of yards for the residences and remnants of an orchard. As a result, Site 3 has more permeable surface area than the other sites.

Sites 1, 2, 4, 5, 7, 8, and 10 are all proposed to change from industrial and commercial land uses to residential land uses. Residential land uses typically have more landscaping and open space areas than industrial and commercial land uses. Site 6 is proposed to include a Public Park/Open Space land use designation and Site 11 is proposed as Public Park/Open Space. As a result, these 9 amendment sites will likely see a decrease in overall stormwater runoff.

Site 3 is the only site that will have an increase in stormwater runoff as a result of future development under the proposed General Plan amendments. Because Site 3 is only 2.5 acres, the overall increase in runoff to the local storm drainage system and Upper Penitencia Creek, from development built in conformance with local NPDES requirements, would be minimal and can be accommodated by the existing infrastructure.

- **Future development under the proposed General Plan amendments could result in a slight decrease in the amount of stormwater runoff compared to existing conditions on 11 of the 12 amendment sites. Future development of Site 3 could result in a slight increase in runoff. Increased runoff will not exceed the capacity of existing stormwater collection systems. (Less Than Significant Impact)**

### **Solid Waste**

Single-family residential solid waste and recycling collection services for Sites 1 through 4, 7, 8, and 10 would be provided by Norcal Waste Systems and all high density housing on these sites will be served by GreenTeam. Sites 5 and 6 would be serviced by the Green Team of San José. Businesses on Sites 9 and 12 have a choice of any of the City's authorized franchised waste haulers to collect garbage and recyclables.

Implementation of the proposed General Plan amendments would generate an increase in solid waste associated with future growth, although this increase would be minimal

compared to what is expected from implementation of the existing General Plan. Implementation of the HOS III would result in an incremental increase in residential solid waste of 41 tons per day.<sup>19</sup> This figure does not include any offset for the existing development on these sites, which are also generating waste.

The generation of solid waste resulting from future growth would continue to be minimized through implementation of the City's recycling program. The recycling program includes the following services:

- curbside collection of residential recyclables from both single family and multi-family dwellings (including aluminum, glass, tin, mixed paper, mixed plastic bottles, waste oil, and small scrap);
- collection of bulky goods from residences, city corporation yards, and city-sponsored neighborhood clean-up events for potential reuse and recycling;
- processing and marketing of recyclables at materials recovery facilities; and
- community relations/education programs;
- curbside collection of yard trimmings from single-family and multi-family dwellings.

In addition, the City's Environmental Services Department oversees programs to increase commercial and industrial recycling.

- **Development of high density residential land uses under the proposed General Plan amendments may result in incremental increases in solid waste and recyclables collected under the City contracts. These increases would not exceed either the capacity of the collection systems or landfill capacity. (Less than Significant Impact)**

### 3. Mitigation and Avoidance Measures for Utilities Impacts

The policies in the City of San José General Plan have been adopted for the purpose of avoiding or mitigating potential environmental effects resulting from planned development within the City. All future development would be subject to General Plan policies, including the following:

#### **General Plan Policies**

- *Sewage Treatment Policy 7* states that the City should monitor and regulate growth so that the cumulative sewage treatment demand of all development can be accommodated by San José's share of the treatment capacity of the San José/Santa Clara Water Pollution Control Plant.
- *Sewage Treatment Policy 8* states that the operation of the Water Pollution Control Plant should comply with the water quality standards for the South San Francisco Bay established by the Regional Water Quality Control Board and implemented through National Pollution Discharge Elimination System permits.

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<sup>19</sup> Mike Foster, Environmental Services Department, City of San José and *Predictions 2000*, Association of Bay Area Governments (ABAG), December 1999. (#DU) \* (3.20 pp/DU) \* (12.81 lb./pp/day)

- *Sewage Treatment Policy 9* states that the City should continue to encourage water conservation programs which result in reduced demand for sewage treatment capacity.
- *Solid Waste Policy 1* states that the City should monitor the continued availability of long-term disposal capacity to ensure adequate solid waste disposal capacity.
- *Water Resources Policies Policy 4* states that the City should not permit urban development to occur in areas not served by a sanitary sewer system.
- *Water Resources Policies Policy 8* states that the City should establish policies, programs and guidelines to adequately control the discharge of urban runoff and other pollutants into the City's storm drains.

### **Other Programmed Mitigation Measures**

#### ***NPDES Permits***

- Required NPDES permits will include measures to control pollutants discharged to the stormwater system. Future activities that require a permit will need to be evaluated for appropriate "best management practices" including, but not limited to, the following:
  - stormwater retention or detention structures;
  - the use of oil/water separators;
  - minimization of impervious surfaces;
  - sweeping onsite parking lots/street;
  - routine storm drain cleaning; and
  - coverage of dumpsters and materials handling areas.

***Conclusion:*** Conformance with the identified General Plan policies and Programmed Mitigation Measures would ensure that utility impacts remain less than significant. (Less Than Significant Impact)



### **III. PUBLIC FACILITIES AND SERVICES**

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Unlike utility services, public facility services are provided to the community as a whole, usually from a central location or from a defined set of nodes. The resources base for delivery of the services, including the physical service delivery mechanisms, is financed on a community-wide basis, usually from a unified or integrated financial system. The service delivery agency can be a city, county, service or other special district. Usually, new development will create an incremental increase in the demand for these services; the amount of demand will vary widely, depending on both the nature of the development (residential vs. commercial, for instance) and the type of services, as well as on the specific characteristics of the development (such as senior housing vs. family housing).

The impact of a particular amendment on public facilities services is generally a fiscal impact. By increasing the demand for a type of service, an amendment could cause an eventual increase in the cost of providing the service (more personnel hours to patrol an area, additional fire equipment needed to service a tall building, etc.). That is a fiscal impact, however, not an environmental one.

CEQA does not require an analysis of fiscal impacts. CEQA analysis is required if the increased demand triggers the need for a new facility (such as a school or fire station), since the new facility would have a physical impact on the environment.

#### **1. Existing Setting**

##### **Police Services**

Police protection services in the area of the 12 HOS III sites are provided by the City of San José Police Department (SJPD). Police patrolling each of the areas are dispatched from police headquarters located at 201 West Mission Street. The SJPD presently consists of approximately 1,400 sworn officers. The amendment sites are located within the following beats of the SJPD's service area: Site 1 is in Beat Y1, Site 2 is in Beat R4, Site 3 is in Beat R5, Site 4 is in Beat K4, Sites 5 and 6 are in Beat T3, and the Midtown sites (7-12) are in Beat F5.

##### **Fire Services**

Fire protection, rescue, and emergency medical services (EMS) within the area of the 12 sites are provided by the City of San José Fire Department (SJFD). The SJFD has 31 stations within the City.

The City of San José participates in a mutual aid program with several cities in Santa Clara County including Saratoga, Morgan Hill, Campbell, Milpitas, and Santa Clara. Through this program, should the SJFD need assistance above and beyond what is available within the City, one or more of the mutual aid cities would provide assistance. Table 19 lists the nearest fire station to each of the 12 amendment sites.

<b>TABLE 19</b> <b>Fire Stations Serving the Amendment Sites</b>			
<b>Site</b>	<b>Station Number</b>	<b>Station Location</b>	<b>Distance from the Site</b>
1	12	502 Calero Avenue	1.1 miles southeast
2	23	1770 Via Cinco de Mayo	1.9 miles north
3	23	1770 Via Cinco de Mayo	2.4 miles north
4	8	802 East Santa Clara Street	0.6 miles west
5/6	26	528 Tully Road	2.0 miles east
7-12	30	454 Auzerai Avenue	0.6 miles east

### Schools

The City of San José is served by a total of 19 school districts, serving students in grades K-12. Thirteen of these districts are elementary school districts, three are high school districts, and three are unified school districts. Eleven of the 19 districts serve only students of San José, while the other eight districts encompass portions of San José as well as parts of Campbell, Cupertino, Los Altos, Los Gatos, Monte Sereno, Morgan Hill, Santa Clara, Saratoga, and Sunnyvale.

The school districts that will serve the 12 amendment sites include Alum Rock Union Elementary, Berryessa Union, East Side Union High School, Oak Grove, and San José Unified.

**Site 1** is located within the Oak Grove School District and the East Side Union High School District. School generation rates for the Oak Grove School District are approximately 0.35 students per dwelling unit. Development under the proposed amendment would generate approximately 28 K-sixth grade students and eight middle school students (7<sup>th</sup> and 8<sup>th</sup> grade). Under current conditions, the elementary school that is closest to Site 1 cannot accommodate the additional students. The middle school would be able to accommodate the eight additional students.<sup>20</sup>

Generation rates for Santa Teresa high school, which would serve the amendment site, are not currently available. However, the high school can accommodate a maximum of 2,400 students at full capacity. Currently, the school has approximately 2,100 enrolled students.<sup>21</sup>

**Sites 2 and 3** are located within the Berryessa Union School District and the East Side Union High School District. Generation rates for the schools in the amendment area are not currently available. However, all schools in the Berryessa Union School District are currently at capacity, according to District staff.<sup>22</sup> Piedmont High School, which would serve Site 2, is also at capacity. Site 3 would be served by Independence High School which has capacity to accommodate new students.<sup>23</sup>

<sup>20</sup> Personal Communication, Hardy Childer, Deputy Superintendent Oak Grove School District, October, 2003.

<sup>21</sup> Personal Communication, Alan Garofalo, East Side Union High School District, October, 2003.

<sup>22</sup> Personal Communication, Nina Correa, Berryessa Union School District, October, 2003.

<sup>23</sup> Personal Communication, Alan Garofalo, East Side Union High School District, October, 2003.

**Site 4** is located within the San José Unified School District. Student generation rates for San José Unified are approximately 0.134 students per dwelling unit in grades K-5, 0.075 students per unit in middle school (6-8 grades), and 0.150 students per unit in high school. The proposed amendment would generate approximately 17 K-5th grade students, nine middle school students and 19 high school students. The schools that would serve the amendment site can accommodate the increase in students.<sup>24</sup>

**Sites 5 and 6** are located in the San José Unified School District. School generation rates for San José Unified are approximately 0.134 students per dwelling unit in grades K-5, 0.075 students per unit in middle school (6-8 grades), and 0.150 students per unit in high school. The proposed amendment would generate approximately 71 K-5th grade students, 40 middle school students and 80 high school students. The schools that would serve the amendment site can accommodate the increase in students.<sup>25</sup>

**Sites 7, 8, and 10** are located in the San José Unified School District. School generation rates for San José Unified are approximately 0.134 students per dwelling unit in grades K-5, 0.075 students per unit in middle school (6-8 grades), and 0.150 students per unit in high school. The proposed amendment would generate approximately 213 K-5th grade students, 119 middle school students and 239 high school students. The schools that would serve the amendment site can accommodate the increase in students.<sup>26</sup>

**Sites 9, 11, and 12** are not proposed to be changed to residential land use designations and, as such, these sites will not generate new students.

### **Parks**

The City of San José provides parklands, open space, and community facilities for public recreation and community services. Some of these facilities are provided in conjunction with or are supplemented by other public uses such as schools, County parks, and land used for flood control purposes. The City of San José has adopted a goal for neighborhood/community serving parkland. The goal is to provide 3.5 acres of parkland per 1,000 residents with equal access within three-quarters of a mile radius of residences. The City identifies parkland in terms of council districts; residents have access to all parks, however, and may be closer to parks in other districts, or may visit parks in other districts.

**Site 1** is located within Council District 10, which has 23 neighborhood parks totaling approximately 321.1 acres. The nearest park to the amendment site is Playa Del Rey located approximately 0.5 miles from the site. The District 10 parkland goal is 458.9 acres.

**Sites 2, and 3** are located within Council District 4, which has 10 neighborhood parks totaling approximately 339.3 acres. The nearest park to Sites 2 and 3 is Penitencia Creek

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<sup>24</sup> Personal Communication, Bob Gonzales, San José Unified School District, October, 2003.

<sup>25</sup> Personal Communication, Bob Gonzales, San José Unified School District, October, 2003.

<sup>26</sup> Personal Communication, Bob Gonzales, San José Unified School District, October, 2003.

County Park, approximately 0.3 miles from both sites. The District 4 parkland goal is 439.3 acres.

**Site 4** is located within Council District 3, which has 12 neighborhood parks totaling approximately 190 acres. The nearest park to Site 5 is Roosevelt Park, approximately 0.4 miles from the site. The District 3 parkland goal is 436 acres.

**Sites 5 - 12** are located within Council District 6, which has 11 neighborhood parks totaling approximately 282.4 acres. The nearest park to Sites 6 and 7 is Roy Avenue Mini Park approximately 0.7 miles from both sites. The nearest park to Sites 7-12 is O'Conner Park approximately 0.2 miles from the Midtown sites. The District 6 parkland goal is 352.9 acres.

## **2. Public Services Impacts**

### **Thresholds of Significance**

For the purposes of the EIR, a utility and service impact is considered significant if the project would:

- result in substantial adverse physical impacts associated with the provision or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, schools, parks, or other public facilities.

### **Police and Fire Protection Services**

The proposed land use designations would allow up to 3,204 new dwelling units and 74,488 square feet of industrial space to be developed on the 12 amendment sites. Future development under the proposed land uses will increase activity on all the amendment sites except 9 and 12 because land uses on these two sites will not change. The new residential and parkland uses are anticipated to increase the need for police and fire protection services in the specific site areas. However, it is not anticipated that any new or expanded police or fire department facilities will be required to serve the proposed amendments.

All future development will be constructed in conformance with current codes, including features to reduce potential fire hazards and appropriate safety features to minimize criminal activity.

### **Schools**

Future development of the proposed General Plan amendments will generate new students for five of the local San José school districts. Schools that would serve students from Sites 4-12 currently have the capacity to accommodate the additional students based on the school district's student generation rates.

The five school districts have stated that schools that would most likely serve students from future residential development on Sites 1, 2, and 3 cannot presently accommodate the students that would be generated by the amount of development anticipated on those three sites.

There are a number of methods which can be used to accommodate the increased numbers of students, and which do not require that new schools be built. These include measures such as: 1) the provision of portable or relocatable classrooms, 2) expansion of existing schools, 3) the opening of existing schools previously considered surplus, 4) adjustment of school attendance boundaries, 5) the busing of students to schools with surplus capacity, or 6) the conversion to year-round schools with a four-track schedule.

State law (Government Code Section 65996) specifies an acceptable method of offsetting a project's effect on the adequacy of school facilities as the payment of a school impact fee prior to issuance of building permit. In San José, future development project applicants can either negotiate directly with the affected school district(s), or they can make a "presumptive payment" of \$1.93 per square foot for multi-family units. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code. The school impact fees and the school districts' methods of implementing measures specified by Government Code 65996 would partially offset project-related increases in student enrollment.

Implementation of the General Plan land use amendments will increase the number of school children that may live on the amendment sites. This will result in significant increases in school children attending the public schools identified. State law requires that mitigation for impacts to schools be mitigated through the payment of fees. It is not known at this time whether the proposed land use changes will result in the need to construct new schools. The numbers of children from these amendments may require expansion of one or more existing schools, however. Additions to an existing school within the City's Urban Service Area are not likely to result in significant environmental impacts.

### **Parks**

The districts in which the proposed amendment sites are located are all considered deficient in parkland/open space based on the goals established within those districts. Site 6 currently has 2.8 acres of Public/Quasi Public designated land. Up to 2.8 acres will be designated Public Park/Open Space under the proposed General Plan amendment. In addition, all 8.4 acres of Site 11 would be designated Public Park/Open Space under the proposed General Plan amendment. Sites 9 and 12 will not generate a need for additional parkland because there is no proposed residential land use on these sites.

Even taking into account the new parks that could be developed on sites 6 and 11, all of the Council Districts represented in this Housing Opportunities Study are currently deficient in neighborhood parkland and will continue to be deficient if the proposed General Plan amendments are approved.

The City of San José has a Parkland Dedication Ordinance (PDO) that requires new

residential development to dedicate sufficient space to serve new residents or pay fees calculated to offset the increased costs of maintaining existing recreational facilities. Future development under the proposed land uses on the amendment sites would result in an increased demand for park and recreation facilities. Each new residential amendment will be required to conform to the PDO. Additionally, all new high density housing is required to provide on-site private and common open space in conformance with the City's Residential Design Guidelines.

- **Implementation of the proposed amendment would not require new or expanded police or fire department facilities to serve the amendment sites. Conformance with the Parkland Dedication Ordinance and Government Code Section 65996 will result in a less than significant impact on local schools and recreational facilities. (Less Than Significant Impact)**

**3. Mitigation and Avoidance Measures for Public Services Impacts**

No mitigation is required or proposed.

#### IV. CUMULATIVE IMPACTS

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Cumulative impacts, as defined by CEQA, refer to two or more individual effects, which when combined, are considerable or which compound or increase other environmental impacts. Cumulative impacts may result from individually minor, but collectively significant amendment effects occurring over a period of time. The CEQA Guidelines (Section 15130) state that an EIR should discuss cumulative impacts “when the amendment’s incremental effect is cumulatively considerable.” The discussion does not need to be in as great detail as is necessary for amendment impacts, but it is to be “guided by the standards of practicality and reasonableness.” The purpose of the cumulative analysis is to allow decision makers to better understand the potential impacts which might result from approval of past, present and reasonably foreseeable future amendments, in conjunction with the proposed amendment.

Therefore, CEQA requires that the impacts of the proposed HOS III amendment be analyzed in conjunction with other related past, current, and probable future amendments whose impacts might compound or interrelate with those of the amendment.

The CEQA Guidelines recommend that the cumulative analysis rely on either a list of pending amendments, or the amendments in an approved General Plan. Because the proposed amendment is a series of amendments to an adopted General Plan, this analysis relies on General Plan amendments

The proposed amendments are a set of General Plan land use designation changes. The context within which the cumulative effects of these proposed General Plan amendments can be evaluated is the cumulative (or combined) impact of implementing the existing General Plan combined with the impacts of other pending General Plan amendments. The existing conditions identified throughout this EIR (Section II.A. through II.K. and Section III) represent the existing physical conditions that are also the manifestation of much of the existing General Plan. Where the effects of fully implementing the presently approved General Plan can be reasonably forecast as different than existing conditions (because, for example, certain land use designations and/or policies have not yet been fully implemented), such as through the use of the TRANPLAN model, that future condition has also been described in the text of the EIR.

In other words, the cumulative impacts of the proposed amendment (HOS III) considered in combination with implementation of the currently approved General Plan, are discussed in the impact subsections for each of the subject area in Sections II and III of this EIR.

There are also a number of General Plan amendments that are either pending, or have been recently approved. As listed in Table 21, these amendments total approximately 349 acres of property that are wholly within the City of San José’s Urban Service Area. The cumulative effects of the proposed HOS III amendments, considered in combination with the impacts of these pending and recently approved General Plan amendments, are discussed in the following sections.

The City of San José has identified 28 pending and recently approved amendments whose combined impacts, in combination with the proposed amendment addressed in this EIR, might be cumulatively considerable.



On April 8, 2004, *Hitachi Global Storage Technologies, Inc.* filed a General Plan amendment application for their 332-acre site, located between Monterey and Cottle Roads, north of Highway 85, in south San José. The General Plan amendment would change the San José 2020 General Plan Land Use/Transportation Diagram designation for the site from *Industrial Park* to *Mixed Use with no Underlying Land Use* Designation. While the applicant concurrently proposed a PD Zoning on the site that defines a range of employment use and housing units, the jobs and housing potential associated with this General Plan amendment have not yet been quantified by City staff. For this reason, it is not included in the following discussion of cumulative impacts. At the time the jobs and housing potential is determined, it will be subject to a quantitative analysis that will include the proposed Housing Opportunities General Plan amendments in the cumulative scenario.

Table 20 lists pending and approved amendments that have been incorporated into the cumulative impact analysis.

<b>TABLE 20</b> <b>Cumulative Analysis Pending and Approved Amendments</b>						
<b>File No.</b>	<b>Location</b>	<b>Size (acre)</b>	<b>Existing GPA</b>	<b>Proposed GPA</b>	<b>Change in DUs</b>	<b>Change in jobs</b>
GP02-07-03	Northwest corner of Tully Road and South 10 <sup>th</sup> Street	13.9	Public/Quasi Public	Mixed Use with no underlying land use designation; General Commercial on 12.75 ac; Public Park/Open Space on 0-2 ac.	+550	+157
GP02-07-04	Communications Hill Planned Community, southwest corner of Monterey Highway and Goble Lane	29.5	Combined Industrial/Commercial (8.8 ac); Heavy Industrial (17 ac); Single Family Detached & Attached (8-16 DU/AC) (7 ac)	High Density Residential (25-50 DU/AC)	+1,016	-582
GP02-08-04	North side of Yerba Buena Road, approx. 300 feet east of San Felipe Road	10	Public/Quasi-Public	Neighborhood/Community Commercial	0	+122
GP03-02-04	Piercy Road (APN 678-08-005)	9	Industrial Park	Industrial Park w/Mixed-Use Overlay	0	0
GP03-02-05	North side of Highway 85, approximately 1,200 feet west of Monterey Road	42	Industrial Park	General Commercial	0	-1,414
GP03-03-01	North side of W. Julian Street approx. 550 feet west of N. Market Street	9.0	General Commercial on 6.2 ac; Industrial/Commercial on 1.0 ac; Residential Support for the Core Area (25+ DU/AC) on 1.8 ac	Core Area (55 DU/AC)	+396	-1,022
GP03-03-15	West side of Highway 101 between Sunny Court and Kelly Court	8.0	Light Industrial	Medium Density Residential (8-16 DU/AC)	+86	-360
GP03-03-16	Southeast corner of Marburg Way and Highway 101	3.2	Light Industrial w/Mixed Industrial Overlay	Medium Density Residential (8-16 DU/AC)	+35	-57
GP03-03-17	Both sides of 12 <sup>th</sup> Street north of Virginia Street and south of Orvis Avenue	8.2	Medium High Density Residential (12-25 DU/AC) on 7.3 ac; Medium Low Density Residential (8 DU/AC) on 0.9 ac.	Medium Density Residential (8-16 DU/AC)	-50	0

**TABLE 20 (continued)**  
**Cumulative Analysis Pending and Approved Amendments**

File No.	Location	Size (acre)	Existing GPA	Proposed GPA	Change in DUs	Change in jobs
GP03-04-02	Southeast corner of SR 237 and North First Street	35.5	Industrial Park	Medium High Density Residential (12-25 DU/AC)	+888	-1,438
GP03-04-03	Westerly of Disk Drive, between Grand Avenue and Nortech Parkway	71.8	Industrial Park w/Mixed Industrial Overlay	Medium Density Residential (8-16 DU/AC)	+775	-1,615
GP03-04-04	South corner of Lundy Avenue and McKay Drive	17.2	Industrial Park	Medium High Density Residential (12-25 DU/AC)	+310	-464
GP03-05-08	Both sides of Rosemar Court, north of Rosemar Avenue	8.5	Estate Residential (1 DU/AC)	Very Low Density Residential (2 DU/AC)	+4	0
GP03-05-10	East side of Jose Figueres Avenue, approx. 200 feet south of McKee Road	16.91	Medium High Density Residential (12-25 DU/AC) on 7.96 ac; Neighborhood Community Commercial on 4.23 ac; Office on 4.72 ac.	Public/Quasi-Public	-143	+598
GP03-07-06	West side of Lewis Road, approx. 210 feet east of Garden Avenue	5.7	Light Industrial	High Density Residential (25-50 DU/AC)	+211	-128
GP03-07-09	Southeast corner of Senter Road and Needles Drive	6.2	Industrial Park w/Mixed Industrial Overlay	High Density Residential (25-50 DU/AC)	+229	-140
GP03-07-10	North side of Story Road, approx. 720 feet west of McLaughlin Avenue	19.6	Industrial Park	Medium High Density Residential (12-25 DU/AC) on 18.59 ac; Neighborhood/Community Commercial on 1.0 ac	+465	-870
GP04-03-01	West side of 7 <sup>th</sup> Street approx. 150 feet north of Keyes Street	0.12	Medium High Density Residential (12-25 DU/AC)	Office	-2	+26
GP04-03-02	East side of Campbell Avenue, north of Newhall Street	7.8	Light Industrial	Medium High Density Residential (12-25 DU/AC)	+195	-140
GP04-03-03	Intersection of Newhall Street and Campbell Avenue on northeast corner	10.2	Light Industrial	Medium High Density Residential (12-25 DU/AC)	+255	-184
GP04-04-01	West side of Lundy Avenue approx. 300 feet north of McKay Drive	3.1	Industrial Park	Industrial Park w/Mixed Industrial Overlay	0	0

<b>TABLE 20 (continued)</b> <b>Cumulative Analysis Pending and Approved Amendments</b>						
<b>File No.</b>	<b>Location</b>	<b>Size (acre)</b>	<b>Existing GPA</b>	<b>Proposed GPA</b>	<b>Change in DUs</b>	<b>Change in jobs</b>
GP04-04-02	Southeast corner of North First Street and Liberty Street	3.1	Combined Industrial/Commercial	Medium Density Residential (8-16 DU/AC)	+33	-69
GP04-04-03	Intersection of King and Mabury	3.96	Light Industrial	Medium High Density Residential (12-25 DU/AC)	+99	-71
GP04-05-01	East side of White Road, approx. 300 feet north of Alum Rock Avenue	0.34	Medium Low Density Residential (8 DU/AC)	General Commerical with Neighborhood Business District Overlay	-2	+3
GP04-05-02	Northwest corner of Story Road and Lyndale Avenue	0.1	General Commercial	Combined Residential/Commercial	+4	-1
GP04-05-03	Southwest corner of East San Antonio and South King Road	1.16	Medium Density Residential (8-16 DU/AC)	General Commercial	-13	+14
GP04-06-01	West side of Peregrino, Approx. 400 feet north of Dry Creek Road	1.1	Very Low Density Residential (2 DU/AC)	Low Density Residential (5 DU/AC)	+3	0
GP04-07-01	North side of Umbarger Road, approx 1,200 feet west of Senter Road	3.4	Light Industrial	Medium High Density Residential (8-16 DU/AC)	+37	-77

## 1. Cumulative Impacts

The proposed land use changes listed above total approximately 349 acres. This is in addition to the approximately 96.2 acres addressed for the 12 sites evaluated in this EIR. As is also the case with these 12 sites, most of the 28 amendments listed above are proposed on properties that are already developed. All of the sites evaluated in this cumulative analysis are also already designated for an urban use in the City's current General Plan. The City's purpose in changing the General Plan designations on developed property at a particular point in time is generally to guide or encourage future redevelopment (which may or may not be imminent), and to establish a suitable context for the development of appropriate infrastructure, including transit facilities.

The redevelopment of all of these 40 sites is unlikely to occur immediately. They are, however, likely to redevelop during the current General Plan horizon, which is assumed to be between 2010 and 2020. All of the development is assumed to occur consistent with relevant General Plan policies. In some cases, that means that some of the development or redevelopment may be delayed in the near term, until and unless capacity is available on the local roadway system, and after relevant infrastructure capacity is complete and available.

Given the size of San José's Sphere of Influence, the number and diversity of all of the pending General Plan amendments, and the locations of all of these properties within the existing urban envelope, the areas of impacts within which cumulative impacts could be significant include services and facilities, transportation, and air quality. These potentially significant cumulative impacts are addressed in detail below. Some of the individual amendments may have impacts on other resources, but the specifically proposed amendments evaluated in this EIR should not result in cumulatively significant impacts on those particular resources. These areas of impact are, therefore, not discussed further in this section.

The City of San José's Sphere of Influence encompasses approximately 281 square miles. Of that total, 138.5 square miles are presently within the City's Urban Service Area (USA). The USA is defined by the General Plan as the area where services and facilities provided by the City and other public agencies are generally available, and where urban development requiring such services should be located. Under the currently approved General Plan the City has an approved holding capacity of 46,699 dwelling units.

The cumulative effect of approving all of the proposed amendments listed in Table 21, combined with the approval of the proposed General Plan amendments discussed in this EIR, would result in an increase of 8,585 dwelling units and a loss of 10,042 jobs.

The cumulative effect of all of these proposed amendments would be to add a substantial number of additional housing units to the City's adopted General Plan. Since the General Plan cautions that increasing the existing jobs/housing imbalance could impair the City's ability to provide services, the cumulative impact on the jobs/housing balance is also addressed below.

As discussed in Section II.K. and Section III of this EIR, a substantial increase in dwelling units and/or a substantial decrease in job-producing land uses could result in an impact on the ability of the City and other public agencies to provide urban services and to maintain the facilities and services infrastructure that is required by residential land uses. The cumulative impact on urban services and facilities, and the likelihood that significant cumulative physical impacts or cumulatively significant impacts to human health and safety could result from these combined General Plan amendments, is also discussed below.

### **Cumulative Jobs/Housing Balance**

For the purposes of this EIR, a population impact is considered significant if the project would:

1. induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);
2. displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
3. displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

The cumulative effect of approving the pending General Plan amendments listed in Table 21, in conjunction with the proposed amendments included in HOS III, would be to increase the number of dwelling units allowed under current General Plan designations by approximately 8,585 addition units, and to decrease the total number of jobs within the City by approximately 10,042. Most of the additional dwelling units would be developed at higher densities on infill sites near or adjacent to existing or planned transit lines.

The City of San José has historically functioned as a “bedroom” community for the employment centers in other Bay Area cities. As such, the City houses an inequitable share of the total population of Santa Clara County, which has created a jobs/housing imbalance.

As discussed in the Background for Planning section of the *San José 2020 General Plan*, a jobs/housing imbalance is more complex than a simple numeric definition. It can indicate whether a community’s housing costs match worker incomes, whether travel distances between homes and jobs are excessive, and if the environment and quality of life are maintained at an acceptable level. A jobs/housing imbalance can create both environmental problems (increased traffic congestion, decreased air quality) and fiscal problems such as insufficient resources to provide services (since housing cannot pay for all its service needs).

The jobs/housing ratio quantifies the relationship between the number of housing units required as a result of local jobs and the number of residential units available in the City. When the ratio reaches 1.0, a balance is struck between the supply of local housing and local jobs. The jobs/housing ratio is determined by dividing the number of local jobs by the number of employed residents that can be housed in local housing.

The City of San José currently has a higher number of employed residents than jobs and is projected to continue to have a higher number of employed residents than jobs in the year 2005 (0.86 jobs per employed resident). Accordingly, employees living within the City are required to seek work outside the community. ABAG is projecting that the jobs/housing ratio will remain constant through 2010.

As stated above, the pending General Plan amendments in combination with the proposed amendment will preclude development of land uses that could be developed with approximately 10,042 jobs from within San José and will add land use designations that can be developed with approximately 8,585 dwelling units. This increase in housing and decrease in jobs would significantly increase the jobs/housing imbalance within the City.

The increase in housing will also increase the residential population of San José above current levels. The increase in housing represents a 3.0 percent increase (based on the City's current average number of individuals per household) in the total City population and is considered to be substantial.

**Conclusion:** The implementation of the proposed 12 HOS III General Plan amendments, in conjunction with the other pending GPAs, will make a cumulatively considerable contribution to the existing jobs/housing imbalance in San José and will substantially increase the City's current population.

### **Services and Facilities Impacts**

Based on the list of pending and approved cumulative General Plan amendments shown in Table 21, the cumulative General Plan amendments, combined with the proposed amendment, will result in land use changes on approximately 445 acres within the City.

According to the CEQA Guidelines, and for the purposes of this EIR, a services and facilities impact is considered significant if:

- approval of all of the proposed General Plan amendments will have substantial adverse effects on human beings, either directly or indirectly.

Approval of all of the General Plan amendments would result in a net increase of approximately 8,585 dwelling units and a net loss of approximately 10,042 jobs, when compared to potential units and jobs that will be developed under the General Plan. This represents an increase in population of approximately 27,386 (based on 3.19 persons per dwelling unit). The growth in population resulting from the General Plan amendments will increase demands on public utilities and services, including water supply, wastewater treatment and disposal, solid waste disposal, police, fire, schools, parks, recreational facilities, and library services. In addition, implementation of all of the General Plan amendments will result in an intensification in land use when compared with existing conditions, since most of the General Plan amendments are proposed on vacant or underutilized sites.

Future development allowed by the General Plan amendments will provide funds for public services furnished in part by property taxes, developer fees, business taxes, and



sales taxes from industrial and commercial development. Industrial and commercial development typically provides the City with higher revenues from sales taxes on goods and services. Revenues from residential development are generally limited to property taxes, on-time construction taxes, and other miscellaneous taxes.

Approval of all the General Plan amendments will result in the conversion of about 326.85 acres of industrially-designated land to other uses. The proposed General Plan amendments would result in the conversion of about 276.75 acres of industrial land to residential uses and 43.0 acres to commercial uses. The remaining industrial land will be converted to park uses.

The conversion of about 276.75 acres of industrial to residential uses could worsen the City's existing jobs/housing imbalance and could have a cumulative impact on the City's ability to provide and maintain adequate infrastructure and public services. For services and infrastructure that are funded from a central source and which new development funds incrementally (i.e. libraries, schools, parks, fire, police), the effects of inadequate resources and overuse associated with a jobs/housing imbalance include the following:

- Accelerated deterioration of existing physical components such as buildings, equipment, and materials (e.g., books).
- Increased impacts on the physical environment as a result of replacing the deteriorating facilities.
- Secondary impacts to human health and safety if police and fire services are adversely affected.
- Degradation of the human environment over time.

For those services and infrastructure for which a development usually pays initially (i.e., streets, extensions of utility lines, street lights), the effect of inadequate resources and overuse associated with a jobs/housing imbalance include accelerated deterioration from increased usage and inadequate maintenance. The secondary effects of inadequate maintenance can include the following adverse impacts:

- Impacts to human health and safety from poorly functioning sewer lines, inadequate water pressure, flooding from poorly maintained storm lines or flood channels, deterioration of street pavement, sidewalk deterioration, etc.
- Increased use of resources to replace infrastructure that has not been maintained (i.e., nonrenewable energy sources during reconstruction, oil for pavement and plastics, wood, steel, etc.), since replacement and reconstruction is less cost effective than regular repair and maintenance.
- Increased use of energy to compensate for deteriorating infrastructure (i.e., increased fuel use by vehicles on deteriorating streets, increased pumping for water and sewage that is leaking from deteriorating pipes, etc.)

Residential land is needed in San José to meet current and anticipated housing demands and to maintain the City's economic health. However, the cumulative effect of approving all of the currently proposed General Plan amendments could decrease potential net revenues to the City provided by non-residential development. Residential development generally does not provide adequate revenue to maintain the municipal infrastructure and

services needed to support residential development such as roads, sanitary sewers, storm drains, parks, recreational facilities, and libraries. Non-residential land uses generally do not generate demand for many of those facilities and services (i.e., parks, schools, libraries, etc). The effects could be that 1) these facilities are not maintained over time or 2) the City's ability to maintain infrastructure and services in established neighborhoods is decreased.

The conversion of industrial lands to residential uses from the cumulative General Plan amendments could have a significant cumulative impact on public services and the proposed HOS III amendment could significantly contribute to this impact because this amendment is proposing conversion of industrial lands to residential land uses. Although the impacts from the HOS III amendment to public services and facilities will be reduced by implementation of the City's General Plan goals and policies calling for balanced development, economic growth, and provision of services, the cumulative impact resulting from approval of all the pending General Plan amendments will be significant.

**Conclusion:** Implementation of the proposed amendment will have a significant cumulative impact on public services and facilities.

### Cumulative Traffic Impacts

For the purposes of this EIR, a cumulative transportation impact is considered significant if the addition of traffic generated by the combined amendments causes any of the following to occur:

- Peak direction volumes across, into, or out of any of the three special subareas increases by the percentage shown in Table 21 below;
- Average vehicle miles traveled (VMT) and vehicle hours traveled (VHT) both increase by 0.20 percent for all roadways in the San José Sphere of Influence; or
- The peak direction volume of LOS E/F links increases by 1.50 percent or more on any of the congested link sets analyzed for each proposed land use amendment.

<b>TABLE 21</b>	
<b>Cumulative Screenline Impact Criteria</b>	
<b>Subarea</b>	<b>Percentage Change</b>
North San José	0.20 %
Evergreen	0.10 %
South San José	0.20 %

For this cumulative analysis, if one or more of these thresholds is exceeded, the proposed General Plan amendments would have cumulatively significant adverse impacts. Depending on the circumstances, including number, size, and location of the various amendments, the cumulative analysis may conclude that one or more individually proposed amendments would contribute to significant cumulative impacts, or that none of the individually proposed amendments would have substantially greater cumulative

impacts than any other. A cumulative Screenline Analysis for the proposed amendments<sup>27</sup> is provided below.

### ***Screenline Analysis***

On any highway system, there are areas through which major travel is made, most notably commute trips. In San José the major commute is made between job sites in the north and west areas of the City and the County, and the residential areas in the east and south areas of the City. Also of interest is the travel corridor through which commuters from the East Bay travel to get to and from job sites in North San José, Santa Clara and Sunnyvale. Travel between these areas takes place in “travel corridors” usually defined by a freeway and made up of the freeway and several parallel roadway facilities.

Screenlines for the cumulative analysis are based on the boundaries of the three City of San José special subareas: North San José, Evergreen, and South San José. Changes in peak direction volumes crossing the identified boundaries are used to determine the effects of the land use adjustments. The results of the screenline analysis are summarized in Table 22.

<b>TABLE 22</b>		
<b>Cumulative Screenline Impacts</b>		
<b>Screenline Location</b>	<b>Volume Change</b>	<b>Percentage Change (Threshold)</b>
North San José	-1,043	-3.49% (20.0%)
Evergreen	-245	-1.19% (10.0%)
South San José	-299	-1.29% (20.0%)

The impact of all of the General Plan amendments throughout the City is a decrease in the volumes across the identified screenlines, which would be a beneficial change. Therefore, the proposed amendments would not result in a significant adverse cumulative impact at any of the three screenlines, based on the identified threshold.

The detailed screenline analysis can be found in Appendix B.

- **The land use changes proposed for all 12 HOS III GPA sites and other pending General Plan amendments collectively would result in a less than significant adverse traffic impact based on the threshold for the screenline analysis. (Less Than Significant Impact)**

### ***Vehicle Miles Traveled and Vehicle Hours Traveled Analysis***

In general, whenever new trips are added to the transportation system, Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) will increase proportionally to the number of trips being added. There are several types of land use changes that can be exceptions to this generalization.

<sup>27</sup> Based on full build out assumptions for each amendment site, as discussed in the project description.

Land use changes that tend to minimize the increase in VMT and VHT are land use changes that involve adding new housing closer to jobs, or new jobs closer to housing.

In an area dominated by housing, adding jobs without displacing housing, while increasing trips, can actually reduce VMT and VHT by reducing commute distances (i.e., VMT) and by reducing travel made in the peak direction, which reduces VHT. These types of land use changes can cause trips to be internalized within the Planning Area in which the change is proposed and can reduce through trips in the adjacent Planning Areas, thereby reducing VMT and VHT.

Adding jobs and displacing housing in an area dominated by housing will usually reduce VMT and VHT because the displaced trips, usually traveling in the peak direction, are eliminated (thus reducing VMT and VHT). The substituted trips are usually shorter in length (thus reducing VMT) and travel mainly in the non-peak direction (thus reducing VHT). This type of land use change will cause trips to be internalized within the Planning Area in which the change is proposed and will reduce through trips in some adjacent Planning Areas, both as a result of the internalization as well as the reduced number of trips made from fewer households.

In an area dominated by jobs, adding more jobs will increase both VMT and VHT. If the immediate area is already congested, the VHT will increase by more than the VMT because the additional congestion caused by the new trips affects the travel time of all trips in the area. This condition can result in an overall decrease in average speeds on the transportation system.

Comparisons between the year 2010 VMT and VHT for the adopted General Plan base case condition versus conditions that include all of the proposed General Plan amendments can be found in Appendix B. The comparisons include all proposed network and land use changes and are stratified by freeways, expressways, streets, ramps, and all roadways (overall) for the three Special Subareas and for the remainder of San José. The overall VMT and VHT will not increase beyond the 0.20 percent impact threshold. The analysis found that vehicle hours traveled on all roadways within San José could decrease approximately 0.055 percent overall if all of the pending General Plan amendments are approved and implemented. The analysis also found that vehicles miles traveled could decrease approximately 0.035 percent overall. Therefore, based on VMT and VHT impact criteria, it can be concluded that the proposed General Plan amendments would not cause a significant cumulative impact on VMT and/or VHT.

- **The proposed land use changes associated with all 12 HOS III GPA sites and other pending General Plan amendments collectively would not adversely affect Vehicle Miles Traveled and Vehicle Hours Traveled based on the impact criteria for this analysis. (Less Than Significant Impact)**

#### *LOS E/F Link Analysis*

For proposed General Plan amendments that are not exempt and are located outside the three Special Subareas, the determination of significance for traffic impacts form each

land use amendment is based on the extent to which the proposed change contributes to existing peak hour congestion in the vicinity of the proposed amendment. For this analysis, the determination is made of the extent to which the proposed land use would add peak direction trips on the congested links (LOS E or F) within approximately a two mile radius of the site. Congested links are grouped in sets and are generally major parallel facilities.

Table 23 lists the sets of links that operate at LOS E or F near each of the pending General Plan amendments. It should be emphasized that the changes in link volumes that are shown in Table 23 are the result of the combined traffic changes from *all* of the General Plan amendments, including land use and network amendments, and are not the result of each individual amendment. The table shows that forty-seven sets of links operate at either LOS E or F for the adopted General Plan base case, and the cumulative effects of the proposed General Plan amendments cause the peak direction link volumes to increase by 1.50 percent or more at eight sets of links.

<b>TABLE 23</b>	
<b>Cumulative LOS E/F Link Analysis Significant Impacts</b>	
<b>Link Set</b>	<b>Percentage Change</b>
<i>HOS 3 Sites 7-12</i>	
I-880, Bascom Avenue, The Alameda, Coleman Avenue, and SR 87 south of Naglee Avenue	<b>4.24%</b>
<i>GP03-03-01</i>	
South of I-280	<b>1.74%</b>
South of Jackson Street	<b>6.10%</b>
<i>GP03-03-01</i>	
North and south of Julian Street	<b>5.71%</b>
<i>GP03-03-12</i>	
North of Hedding	<b>5.61%</b>
<i>GP03-T-11</i>	
East of Tenth Street (off-peak)	<b>1.86%</b>
East of Fourth Street	<b>1.80%</b>
East of Race Street	<b>6.32%</b>

The six GPAs located within the Midtown area generally bounded by San Carlos Street on the north, I-280 on the south, the Los Gatos Creek on the east, and Race Street on the west. Based on the HOS III Site 7-12 GPA locations, these amendments would contribute a significant number of peak hour trips along the LOS E/F links contained in all eight of the link sets found to have significant adverse traffic impacts under the Grand Cumulative GPA scenario.

- **The proposed land use changes associated HOS III GPA Sites 7-12 and other pending General Plan amendments collectively would adversely affect eight sets of links based on the impact criteria for the LOS E/F link analysis. (Significant Impact)**

**Conclusion:** The implementation of the proposed 12 HOS III General Plan amendments, in conjunction with the other pending GPAs, will make a cumulatively considerable contribution to existing congestion, both citywide and in the immediate area of the amendment sites.

### **Cumulative Air Quality Impacts**

The following criteria must be satisfied for a City's General Plan, or any amendment to that Plan, to be determined to be consistent with the Clean Air Plan (CAP) and to not result in a significant air quality impact:

- The local plan should be consistent with the CAP population and Vehicle Miles Traveled (VMT) assumptions. This is demonstrated if the population growth over the planning period does not exceed the values included in the current CAP; and
- The local plan demonstrates reasonable efforts to implement the Transportation Control Measures (TCMs) listed in the BAAQMD Guidelines.

The addition of approximately 8,585 new dwelling units to the City of San José's General Plan would not be consistent with the current regional Clean Air Plan. In addition, the loss of approximately 10,042 jobs would require more residents to look outside the City for jobs and to travel farther to work.

According to the BAAQMD Guidelines, the pending General Plan amendments would be inconsistent with the CAP, and would result in a significant adverse cumulative impact to regional air quality.

**Conclusion:** The proposed amendment will add a substantial number of additional dwelling units not included in the CAP, and will result in the cumulatively significant increase in traffic congestion in the area. The proposed HOS III land use amendments will cause cumulatively considerable impacts on regional air quality.

### **Mitigation for Cumulative Impacts**

As discussed above, the proposed HOS III General Plan amendments would result in cumulatively considerable impacts in the areas of jobs/housing, public services and facilities, transportation, and air quality. Mitigation for each of these cumulative impacts are discussed below.

#### **1. Cumulative Jobs/Housing Mitigation**

The proposed land use changes are designed to increase the total number of dwelling units allowed in San José under the General Plan. There is no mitigation available that would reduce this impact.

#### **2. Cumulative Public Services & Facilities Mitigation**

Reductions in public services and facilities impacts generated by the cumulative development proposed will be achieved by implementation of the City's General Plan

goals and policies calling for balanced development, economic growth, and provision of services. Although the impacts will be reduced somewhat by implementation of the City's General Plan goals and policies, the cumulative impact resulting from the considerable decrease in net revenues to the City provided by non-residential development will still be significant.

### **3. *Cumulative Transportation Mitigation***

As discussed in Section II.H., *Transportation*, long term mitigation for transportation impacts associated with these General Plan amendments will require completion of the currently planned transit system, including construction of the planned light rail extensions. In order for extensions of the LRT to be feasible, the City must plan for densities sufficient to support the rail lines. Development of the proposed densities without expanded transit would result in significant cumulative traffic congestions, both citywide and in the vicinity of the project site.

Long term reduction in traffic congestion will require development of the LRT lines, and development of higher intensity urban development, particularly residential development, designed and located to support the LRT. Consistency with General Plan policies for transit friendly design, creation and maintenance of adequate pedestrian access both within individual development projects and along public streets, and implementation of nearby service and commercial land uses to support these higher residential densities will all be necessary to reduce the significant congestion identifies in the cumulative traffic analysis.

### **4. *Cumulative Air Quality Mitigation***

Reductions in air pollution generated by the cumulative development proposed will be achieved by the same techniques used to reduce traffic congestion, as discussed above. To the extent that development of these residences reduce the need for longer commutes both in and out of the County, they will ultimately contribute to improvement in regional air quality. Although the impacts will be reduced somewhat by aforementioned transportation mitigation, the cumulative impact will still be significant.



## **V. ALTERNATIVES TO THE PROPOSED PROJECT**

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Section 15126.6 of the CEQA Guidelines requires that an EIR describe a reasonable range of alternatives to the proposed amendment that could feasibly attain most of the amendment objectives and would avoid or considerably reduce any of the significant impacts of the proposed amendment. In addition, the No Amendment Alternative must be analyzed in the document.

In order to comply with the purposes of CEQA, it is important to identify alternatives that reduce the significant impacts which are anticipated to occur if the amendment is implemented, but to try to meet as many of the amendment's objectives as possible. The Guidelines emphasize a common sense approach—the alternatives should be reasonable, should “foster informed decision making and public participation,” and should focus on alternatives that avoid or substantially lessen the significant impacts.

An EIR is required to include a “No Project” alternative that “compares the impacts of approving the proposed amendment with the impacts of not approving the proposed amendment.”

The significant impacts identified in this EIR as resulting from the proposed amendment include shade and shade, land use compatibility (i.e., incompatibility of adjacent land uses), traffic, and air quality. This EIR also identifies significant cumulative impacts including traffic, air quality, services and facilities, and an increase in the jobs/housing imbalance. Since the traffic and air quality impacts are a result of the amount of traffic generated by the proposed levels of development on these 12 sites, the logical way to reduce those impacts would be to reduce the amount of development. In addition, the land use compatibility impacts could also be reduced by reducing the size of the development amendments. Low densities would result in smaller multi-family buildings or even possibly single-family residences, which would lessen and/or avoid the shade and shadow impacts. Low densities would also allow greater setbacks from adjacent incompatible land uses. A reduced intensity alternative is discussed below. No alternative, including “No Project,” was identified that would avoid or reduce the impacts associated with inconsistent land use.

### **A. NO PROJECT ALTERNATIVE**

The CEQA Guidelines [§15126(d)4] require that an EIR specifically discuss a “no project” alternative, which should address both “the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project is not approved, based on current plans and consistent with available infrastructure and community services.” Since the proposed project is a change to the existing General Plan land use designation on 12 sites, the alternative to the City approving the currently proposed amendments would be to retain the current land use designations.

The impacts of the No Project alternative would ultimately be less than the impacts of the proposed amendment. Redevelopment of the amendment sites under their existing land use designations will generate larger quantities of traffic and air pollution when compared to existing conditions, because of the underutilization of the amendment sites. However, the traffic and air pollution on nine of the 12 sites would be less than that anticipated to result from implementation of the proposed land use designations. Sites 1 and 3 are currently designated residential and would change to higher density residential under the proposed amendment. Sites 2, 4-8, and 10

are all currently designated industrial/commercial and would become high density residential under the proposed amendment. Commercial and light industrial businesses typically generate less peak hour traffic than high density housing and, as a result, the change in land uses to high density housing would increase daily traffic trips which would increase local air pollution levels. Sites 9 and 12 would see no significant change in the overall daily trips to and from the site. Site 11 would see a decrease in daily trips because the designation would change from *Combined Industrial/Commercial* and *Heavy Industrial* to *Public Park/Open Space*. The reduction in daily trips to and from Site 11, however, is not sufficient to offset the increase in daily trips on the previously discussed nine amendment sites.

To the extent that no redevelopment occurs on these sites, ongoing impacts such as non-point source pollution and hazardous materials contamination will continue.

The land use compatibility impacts associated with placing residential development adjacent to existing industrial and railroad uses would not result on Sites 2 and 10 with this alternative.

Because significantly fewer dwelling units would be developed under this alternative, the project objectives of increasing transit use, creating viable opportunities for mixed use development, and generally increasing housing opportunities within San José's urban area would not be met.

This alternative would have slightly fewer direct adverse impacts, such as traffic and air quality, but it would also have fewer environmental benefits.

**Conclusion:** Implementation of the "No Project" alternative would have less of an impact on the environment overall and would have a significantly reduced impact on transportation and air quality compared to the proposed project. This alternative, however, does not meet the objectives of the proposed project.

## **B. LESSER INTENSITY ALTERNATIVE**

The goal of a "lesser intensity" alternative would be to add fewer additional dwelling units to the General Plan. This could be accomplished by proposing land use amendments on fewer sites (e.g., four or six sites instead of nine<sup>28</sup>), or by proposing fewer units on all or most of the sites, or by a combination of both. Currently Sites 1 and 8 included in this EIR are partly designated for residential land uses, but at lower densities than the proposed designations. Evaluating lower densities on these two sites is the same as the No Project alternative discussed above. The seven sites proposed for residential use but not currently designated for any residential uses are designated for public/quasi-public, commercial, industrial, or combined industrial/commercial land uses. Sites 9, 11, and 12 are not proposed to have a residential component.

The purpose of including an alternatives discussion in an EIR is to find variations on the proposed amendment that might reasonably be assumed to reduce environmental impacts. Reducing the total number of dwelling units allowed at any individual site would reduce the amount of traffic that would occur near that site. In the job-intensive Silicon Valley, it would probably mean that the person or persons who would otherwise have occupied that unit will be commuting to a job in Santa Clara County from a residence someplace else, most likely in the

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<sup>28</sup> Three of the 12 amendment sites are not proposed for residential land uses.

residential neighborhoods of east or south San José, or possibly outside the County. The peak hour trips would not be eliminated, they would be relocated to another part of the County transportation network. Trips that would otherwise have been made on light rail or BART stations will occur on the roadways.

The extent to which lowering the total number of dwelling units on these nine sites would reduce traffic and air quality impacts is uncertain. Some localized congestion that would otherwise result from placing the proposed number of units on these nine sites would be avoided. It is likely that additional congestion on the regional transportation system would increase instead.

**Conclusion:** Implementation of this alternative would result in less development on each of the 12 amendment sites and, as a result, would incrementally decrease the environmental impacts. Specifically traffic trips would be reduced and as a result, regional emissions would be reduced as well. This alternative mostly meets the objectives of the proposed amendments because it would allow residential development on infill sites. It would not, however, allow the high density development that is the overall objective of this project. Because this alternative generally meets the objectives of the proposed amendments and all impacts would be reduced compared to the amendments as proposed, this alternative is the environmentally superior alternative.

#### **C. ALTERNATIVE LOCATION 1**

The CEQA Guidelines require that an EIR identify an alternative location that “would avoid or substantially lessen any of the significant effects of the amendment” [§ 15126.6 (f) (2) (A)]. There are no specific alternative sites or combination of sites known to the City of San José whose development with 3,204 dwelling units would result in substantially fewer environmental impacts. There are other commercial or underutilized properties in San José that could be redeveloped as residential or mixed uses. Some of these properties are large enough to accommodate a significant number of dwelling units. Redevelopment of these properties, particularly larger sites, would likely all result in impacts similar to those identified for the sites evaluated in this EIR.

There may be a number of sites in the Santa Clara County Cities north and northwest of San José that could be developed or redeveloped with a total number of dwelling units similar to what is evaluated in this EIR. Placing residential development closer to the jobs in the north County would result in shorter commute distances, less regional traffic congestion, and fewer noise and air pollution impacts than placing the same number of units at locations (such as the 12 locations discussed in this EIR) that are farther from the north County.

**Conclusion:** Implementation of this alternative is not viable because the City of San José does not have the authority to approve such development, and lacks the resources to fully evaluate the suitability or existence of appropriate sites in other cities.

#### **D. ALTERNATIVE LOCATION 2**

This alternative site, which is part of an existing shopping center located on the northeast corner of Story Road and McGuinness Avenue, was initially identified and analyzed as one of the possible HOS III sites. Subsequently, it was not selected as a viable conversion sites. The site is

included as an alternative to fully disclose all amendment sites that were analyzed for this project. This alternative is not part of the proposed project. It could, however, be considered as an alternative to part of the proposed project.

This alternative would designate approximately 12 acres on the northeast corner of Story Road and McGuinness Avenue for residential use. The land use designation would change from *General Commercial* to *Transit Corridor Residential (20+ DU/AC)*, which would allow a minimum of 240 units on the 12-acre site. The amendment site is located less than 900 feet from the Story Road/Capitol Expressway intersection, which is a major transportation route in the amendment area. Capitol Expressway intersects with I-680 approximately one-half mile northwest of the amendment site. For the purposes of this analysis, it is assumed that development on this site under the proposed land use designation would include approximately 660 dwelling units and 29,403 square feet of commercial development. This property is within approximately 1,900 feet of the nearest LRT line and LRT station. The site is currently occupied by a shopping center.

The area surrounding this site is comprised of residential and commercial land uses. There is a single-family residential neighborhood immediately adjacent on the north and east boundaries of the amendment site. The west boundary is McGuinness Avenue. Across McGuinness Avenue is another commercial development that includes a bank and a post office, and approximately 15 single-family residences. Capitol Expressway is approximately 915 feet west of the site. All the structures in the amendment area are one and two stories tall. Development of this site under the proposed land use designation in conformance with the City's adopted Design Guidelines, would be compatible with all the surrounding land uses.

The amendment site is located in a seismically hazardous area and is subject to liquefaction. As a result, development on the site would be exposed to seismic impacts and structural damage from liquefaction. Development on this site would be required to conform to Uniform Building Code construction practices in accordance with Seismic Zone 4 building criteria. This impact is similar to proposed HOS III sites.

This site is located in flood zone AO/D which is an area of 100 year shallow flooding with depths between one and three feet. Any specific development proposed for this site would be evaluated for its potential to increase localized flooding or drainage problems and to ensure that amendment design includes protection of all habitable spaces from the 100-year flood, in conformance with the City ordinance. This impact is similar to proposed HOS III sites.

This site contains a minimal amount of vegetation with approximately 10-15 street trees around the perimeter of the site and less than 10 small to medium sized trees on the interior of the site spaced throughout the parking lot. Because of the vegetative sparseness of the site and the site's location in a highly developed urban area, it is assumed that no raptors or other species of concern inhabit the site. This impact is less than that for Sites 1 – 6.

This site is currently occupied by several small commercial businesses and one large clothing store. The site does not appear to contain activities that include the use of hazardous materials at this time. These activities or previous land uses on the amendment site may have resulted in contamination of the soil or groundwater. There is currently one open fuel leak facility less than one-eighth of a mile down gradient of the amendment site that had a release in January 1987 that

impacted local ground water. No other recorded hazardous materials incidents on nearby properties appear to have the potential to have significantly impacted the site. This impact is similar to that for Sites 2 – 5, and would be less than Sites 6, 7, 8, and 11.

This site is located in an area of moderate to high archaeological sensitivity. Records indicate that the site has never been surveyed and that there are no recorded sites within one mile of the property. The City's Historic Resources Inventory was researched to determine if any of the existing structures on-site are considered an important local, regional, or national historic resource. None of the structures on-site are listed as having historical significance.

This site, as proposed, would have 660 dwelling units at full build out. Because the site is located on a heavily traveled major roadway and is not near the main job centers of the City, it is reasonable to assume that this site would have traffic impacts equivalent to the proposed HOS III sites. In addition, residential development on this alternative site would not be consistent with the regional Clean Air Plan and the increase in traffic would result in an increase in local and regional pollution levels. As a result, this alternative would have a significant regional air quality impact, similar to the proposed HOS III sites.

This site is located about one-mile northeast of the Reid-Hillview Airport. The noise environment at the amendment site results primarily from traffic along Story Road and intermittent noise generated by aircraft overflights associated with the airport. Noise levels were measured between October 18, 2003 and October 22, 2003 at one long-term location approximately 75 feet from the centerline of Story Road. The  $L_{dn}$  calculated for data measured at the long-term noise monitoring location (LT-4) ranged from 72 to 73 dBA, which exceed City and State standards for residential development. This is similar to conditions on most of the HOS III sites.

This site is located within the Alum Rock Union Elementary School District and the East Side Union High School District. Student generation rates for the Alum Rock District are 0.28 students per dwelling unit in grades K-8. The proposed amendment would generate approximately 185 K-8th grade students. It is not known at this time if the schools within the Alum Rock Union Elementary School District can accommodate an addition 185 students. James Lick High school, which would serve the amendment site, according to District staff is currently at capacity and cannot accommodate additional students.<sup>29</sup> This condition is similar to Sites 1 – 3.

The site has sufficient capacity in all water, sewer and stormwater drainage lines to accommodate development under the proposed General Plan amendment.

**Conclusion:** Development of high density residential and commercial uses on this alternative site would have impacts similar to some of the other sites discussed under the proposed amendment. As with the other sites, most of the impacts identified can be reduced to less than significant with the implementation of City policies and other program mitigation measures listed in this EIR. As with all the other proposed sites, development of a substantial number of dwelling units on this alternative site would have a significant unavoidable impact on transportation and regional air

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<sup>29</sup> Personal Communication, Alan Garofalo, East Side Union High School District, October 20, 2003.

quality. This alternative meets the objectives of the project but does not reduce any identified impacts.

## E. ALTERNATIVE SITE DESIGNATION

Under this alternative, Site 1 (located on the northwest corner of Blossom Hill Road and Blossom Avenue) would be designated *Transit Corridor Residential (20+ DU/AC)*, which would allow up to 792 units on the 14.4 acre site compared to the proposed designation of *Medium High Density Residential (12-25 DU/AC)*, which would allow a maximum of 360 units. This alternative designation is evaluated because of the site's close proximity to a major transportation corridor.

This alternative would likely have the same level of impacts as the proposed Site 1 General Plan amendment, with the exception of traffic and air quality. If this alternative were to be developed it could result in substantially more peak hour traffic than the proposed Site 1 amendment, because of the more than 400 additional units that could be developed on-site. This increase in traffic trips would result in increased air pollution.

Stormwater runoff would be the same as development under the proposed Site 1 designation because it is reasonable to assume that the entire site will be developed under the proposed Site 1 designation and an increase in dwelling units would only result in taller building. Shade and shadow impacts would be the same as the proposed Site 1 amendment because the shade and shadow analysis for the proposed Site 1 amendment was based on the maximum building height allowed on the site. The existing water, sewer, and stormwater lines in the area all have sufficient capacity to support this alternative.

This site is located within the Oak Grove School District and the East Side Union High School District. School generation rates for the Oak Grove School District are approximately 0.35 students per dwelling unit. The proposed amendment would generate approximately 28 K-sixth grade students and eight middle school students (7<sup>th</sup> and 8<sup>th</sup> grade). Under current conditions, the elementary school that would serve this site cannot accommodate the additional students. The middle school would be able to accommodate the eight additional students.<sup>30</sup> Generation rates for Santa Teresa high school, which would serve the amendment site, are not currently available. However, the high school can accommodate a maximum of 2,400 students at full capacity. Currently, the school has approximately 2,100 enrolled students.<sup>31</sup>

A Screenline TRANPLAN Analysis was prepared as part of the transportation analysis. Increases in peak direction volumes across the identified screenlines for each Special Subarea were analyzed for this site to determine the long-term effects of the proposed land use change. For this alternative, the volumes on the identified screenlines are projected to increase by more than 0.2% within the South San José Special Subarea. Therefore, the proposed land use change would result in a significant adverse traffic impact based on performance criteria for screenline analysis.

**Conclusion:** Implementation of this alternative would substantially increase the number of dwelling units on Site 1 compared to the proposed amendment. This increase in dwelling units

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<sup>30</sup> Personal Communication, Hardy Childer, Deputy Superintendent Oak Grove School District, October, 2003.

<sup>31</sup> Personal Communication, Alan Garofalo, East Side Union High School District, October 20, 2003.

would result in a proportional increase in traffic and, as such, have a more significant transportation and air quality impact than the proposed amendment. This alternative meets the objectives of the proposed project but does not reduce any identified impacts.



## **VI. SIGNIFICANT UNAVOIDABLE IMPACTS OF THE PROJECT**

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A significant unavoidable impact is an impact that cannot be mitigated to a less than significant level if the project is implemented, because no feasible mitigation has been identified. The amendment would result in the following **significant unavoidable impacts**:

- Significant air quality impacts associated with nonconformance with the regional Clean Air Plan.
- Significant cumulative air quality impacts associated with nonconformance with the regional Clean Air Plan.
- Significant traffic impacts associated with increased traffic based on the LOS E/F/ Link Analysis.
- Significant cumulative traffic impacts associated with increased traffic based on the LOS E/F/ Link Analysis.
- Significant cumulative public services and facilities impacts associated with increased residential development and the decrease in potential net revenues to the City provided by non-residential development.
- Significant cumulatively considerable contribution to the existing jobs/housing imbalance in San José.

All other significant impacts of the amendment would be reduced to a less than significant level with the implementation of General Plan Policies and other programmed mitigation measures identified in this EIR.

## **VII. IRREVERSIBLE ENVIRONMENTAL CHANGES AND IRRETRIEVABLE COMMITMENT OF RESOURCES**

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CEQA and the CEQA Guidelines require that an EIR address “significant irreversible environmental changes which would be involved in the proposed amendment, should it be implemented.” [§158126(c)]

If the proposed General Plan land use amendments are implemented, new development of these 12 sites would involve the use of non-renewable resources both during the construction phase and future operations/use of the sites. Construction would include the use of building materials, including materials such as petroleum-based products and metals that cannot reasonably be re-created. Construction also involves significant consumption of energy, usually petroleum-based fuels that deplete supplies of non-renewable resources. Once the new developments are complete, occupants will use non-renewable fuels to heat and light the buildings. Some of the proposed amendments will also consume water at a higher rate than the current land uses. The use of petroleum based fuels generate pollutants that contribute greenhouse gases to the atmosphere.

The City of San José encourages the use of building materials that include recycled materials, and makes information available on those building materials to developers. New buildings will be built to current codes, which require insulation and design to minimize wasteful energy consumption. Development of high density residential units typically use less energy than detached units for heat and light because common walls and shared services reduce waste. In addition, all of the sites are at infill locations and all are currently served by one or more forms of public transportation. The housing sites provide residential opportunities that are more reasonably proximate to existing employment centers in San José than alternative housing in the south county and other counties to the north and south. The proposed General Plan land use designations will, therefore, facilitate a more efficient use of resources over the long term.

## VIII. GROWTH INDUCING IMPACTS OF THE PROJECT

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This EIR evaluates a number of revisions to the City of San José's adopted General Plan Land Use/Transportation Diagram. The underlying purpose of the proposed General Plan land use changes is specifically to increase the number of dwelling units that can be built on these properties. The sites are all infill, meaning that they are well within the City's existing urban boundaries, they are already served by existing infrastructure, they have long been planned for urban uses, and many of the them are or have been already developed with other urban uses.

The redesignation of any property in a General Plan, by definition, allows for some form of new development. Development of the nine sites proposed for residential land uses will be "growth." Each of the proposed land use designations allows more residential units than is allowed by the existing designations on the sites. This growth, however, would not be "induced" by the amendment, it *is* the amendment. The CEQA Guidelines require that an EIR identify the likelihood that a proposed amendment could "foster" or stimulate "...economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." [Section 15126.2(d)] This section of the EIR is intended to evaluate the impacts of such growth in the surrounding environment.

For the purposes of this project, a growth inducing impact is considered significant if the amendments would:

- cumulatively exceed official regional or local population projections;
- directly induce substantial growth or concentration of population. The determination of significance shall consider the following factors: the degree to which the amendment would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds planned levels in local land use plans;
- indirectly induce substantial growth or concentration of population (i.e., introduction of an unplanned infrastructure amendment or expansion of a critical public facility (road or sewer line) necessitated by new development, either of which could result in the potential for new development not accounted for in local general plans).

To the extent that the proposed residential units are occupied by people who move to Santa Clara County from outside the County, this influx of residents would be considered new growth. To the extent that these units are occupied by people who are sharing dwelling units or who are commuting to Santa Clara County from elsewhere, they may not be considered economic or population growth as defined by CEQA.

The changes proposed to the General Plan will not allow new development where development is not already allowed and will not substantially increase the need for urban infrastructure. The amendment itself explicitly allows more dwelling units within San José than are planned for in the existing General Plan, but these additional units are the direct result and goal of the proposed amendment, not induced or indirect growth. Furthermore, approval of the proposed General Plan amendments and future development of the amendment sites under the new land use designations will not directly or indirectly result in the development of additional land within San José's sphere of influence.

The amendment would not have significant growth inducing impacts.

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## *Appendix A*

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**Limited Environmental Site Evaluation**  
Housing Opportunities Study Phase III Sites  
San Jose, California

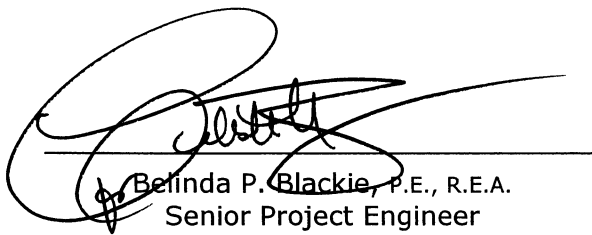
This report has been prepared for:

**David J. Powers and Associates**

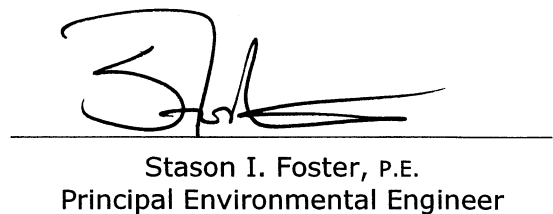
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## TABLE OF CONTENTS

1.0	INTRODUCTION .....	1
1.1	Purpose .....	1
1.2	Scope of Work .....	1
2.0	SITE RECONNAISSANCE .....	1
2.1	District 10, Site 1 .....	1
2.2	District 4 .....	2
2.2.1	Site 2 .....	2
2.2.2	Site 3 .....	2
2.2.3	Site 4 .....	3
	Table 2.1. Current Tenants/Developments Site 4 .....	3
2.3	District 3, Site 5 .....	3
	Table 2.2. Current Tenants/Developments Site 5 .....	4
2.4	District 6 .....	5
2.4.1	Site 6 .....	5
2.4.2	Site 7 .....	5
	Table 2.3. Current Tenants/Developments Site 7 .....	5
2.5	Midtown Sites .....	6
2.5.1	Site 8a .....	6
	Table 2.4. Current Tenants/Developments Site 8a .....	6
2.5.2	Site 8b .....	6
	Table 2.5. Current Tenants/Developments Site 8b .....	7
2.5.3	Site 8c .....	8
	Table 2.6. Current Tenants/Developments Site 8c .....	8
2.5.4	Site 8d .....	8
	Table 2.7. Current Tenants/Developments Site 8d .....	9
2.5.5	Site 8e .....	9
	Table 2.8. Current Tenants/Developments Site 8e .....	9
2.5.6	Site 8f .....	10
	Table 2.9. Current Tenants/Developments Site 8f .....	10
3.0	REGULATORY AGENCY DATABASE REVIEW .....	10
3.1	District 10, Site 1 .....	11
3.2	District 4 .....	11
3.2.1	Site 2 .....	11
3.2.2	Site 3 .....	11
3.2.3	Site 4 .....	11
3.3	District 3, Site 5 .....	11
3.4	District 6 .....	12
3.4.1	Site 6 .....	12
3.4.2	Site 7 .....	12
3.5	Midtown Sites .....	12
3.5.1	Site 8a .....	12
	Table 3.1. On-Site Hazardous Materials Usage/Incidents Site 8a .....	12
3.5.2	Site 8b .....	13
	Table 3.2. On-Site Hazardous Materials Usage/Incidents Site 8b .....	13
3.5.3	Site 8c .....	14
	Table 3.3. On-Site Hazardous Materials Usage/Incidents Site 8c .....	14
3.5.4	Site 8d .....	14

3.5.5	Site 8e .....	14
Table 3.4.	On-Site Hazardous Materials Usage/Incidents Site 8e .....	14
3.5.6	Site 8f.....	15
Table 3.5.	On-Site Hazardous Materials Usage/Incidents Site 8f .....	15
4.0	CONCLUSIONS.....	15
4.1	On-Site/Vicinity Hazardous Materials Usage and or Release Incidents .....	15
4.1.1	District 10, Site 1 .....	15
4.1.2	District 4, Site 2 .....	16
4.1.3	District 4, Site 3 .....	16
4.1.4	District 4, Site 4 .....	16
4.1.5	District 3, Site 5 .....	17
4.1.6	District 6, Site 6 .....	17
4.1.7	District 6, Site 7 .....	17
4.1.8	Midtown, Site 8a .....	17
4.1.9	Midtown, Site 8b .....	18
4.1.10	Midtown, Site 8c.....	18
4.1.11	Midtown, Site 8d.....	19
4.1.12	Midtown, Site 8e.....	19
4.1.13	Midtown, Site 8f .....	19
4.2	Asbestos .....	20
4.3	Lead-Based Paint .....	20
4.4	Urban Runoff Pollution Prevention Program.....	20
4.5	General Conclusions/Recommendations .....	21
5.0	LIMITATIONS.....	21
FIGURE 1 —	VICINITY MAP – DISTRICT 10 SITE 1	
FIGURE 2 —	SITE PLAN – DISTRICT 10, SITE 1	
FIGURE 3 —	VICINITY MAP – DISTRICT 4, SITE 2 & 3	
FIGURE 4 —	SITE PLAN – DISTRICT 4, SITE 2	
FIGURE 5 —	SITE PLAN – DISTRICT 4, SITE 3	
FIGURE 6 —	VICINITY MAP – DISTRICT 4, SITE 4	
FIGURE 7 —	SITE PLAN – DISTRICT 4, SITE 4	
FIGURE 8 —	VICINITY MAP – DISTRICT 3, SITE 5	
FIGURE 9 —	SITE PLAN – DISTRICT 3, SITE 5	
FIGURE 10 —	VICINITY MAP – DISTRICT 6, SITE 6 & 7	
FIGURE 11 —	SITE PLAN – DISTRICT 6, SITE 6	
FIGURE 12 —	SITE PLAN – DISTRICT 6, SITE 7	
FIGURE 13 —	VICINITY MAP – MIDTOWN SITES, 8a TO 8f	
FIGURE 14	SITE PLAN – MIDTOWN SITES, SITE 8a	
FIGURE 15—	SITE PLAN – MIDTOWN SITES, SITE 8b	
FIGURE 16 —	SITE PLAN MIDTOWN SITES, SITE 8c	
FIGURE 17—	SITE PLAN – MIDTOWN SITES, SITE 8d	
FIGURE 18 —	SITE PLAN - MIDTOWN SITES, SITE 8e	
FIGURE 19 —	SITE PLAN – MIDTOWN SITES, SITE 8f	
APPENDIX A —	TERMS AND CONDITIONS	
APPENDIX B —	REGULATORY AGENCY DATABASE REPORTS	

**LIMITED ENVIRONMENTAL SITE EVALUATION  
HOUSING OPPORTUNITIES STUDY PHASE III SITES  
SAN JOSE, CALIFORNIA**

**1.0 INTRODUCTION**

**1.1 Purpose**

This limited environmental site evaluation was performed for David J. Powers and Associates, who we understand is preparing an environmental impact report for the City of San Jose. The City is studying several sites for potential residential redevelopment.

The purpose of this study was to preliminarily evaluate environmental concerns at each site related to current site use and to evaluate the potential for a release of hazardous materials from on- or off-site sources that could significantly impact each site's soil and/or ground water quality.

**1.2 Scope of Work**

The requested scope of work for this study was as outlined in our agreement dated August 5, 2003. The scope of work included the following tasks.

- Limited drive-by survey of the sites to note current land use and, if possible, on-site or adjacent facilities that appear likely to use, handle, or store significant quantities of hazardous materials.
- Review of a regulatory agency database report to evaluate the potential impact to the sites from reported contamination incidents at nearby facilities.

Our scope of services did not include performance of a complete Phase I assessment or sampling or analysis of on-site building materials, air, soil, or ground water. The limitations of this evaluation are presented in Section 5.0; the terms and conditions of our agreement and presented in Appendix A.

**2.0 SITE RECONNAISSANCE**

To evaluate current land use and attempt to identify on-site facilities that may use, handle, or store significant quantities of hazardous materials, we performed drive-by surveys of each of the following eight areas.

**2.1 District 10, Site 1**

The 14.4-acre site, shown in Figures 1 and 2, is located west of the Highway 85/Blossom Hill Road intersection in San Jose, California. The site is denoted as assessor's parcel number (APN) 464-22-025 and is located in a commercial/residential area.

At the time of our reconnaissance, Site 1 was developed with a Valley Transit Authority (VTA) Park and Ride Lot with access to the Blossom Hill light rail station. The lot was asphalt-paved. A Goodwill drop-off trailer was present on the southwestern corner of the lot. Based on our reconnaissance, there is no suspected use, handling, and/or storage of hazardous materials on-site.

## **2.2 District 4**

### **2.2.1 Site 2**

The 13.5-acre site, shown in Figures 3 and 4, is located northwest of the intersection of the Union Pacific Railroad crossing of Berryessa Road in San Jose, California. The site is currently denoted as APNs 241-03-014, -015, and -016 and is located in a commercial/light industrial area.

At the time of our reconnaissance, Site 2 was developed with a NorCal Waste Systems debris box storage area along Berryessa Road, a vacant building and associated truck parking lot for Black Mountain Spring Water, a truck repair facility, two office trailers and storage area for TIP Trailer (1655 Berryessa Road), and a fenced, bermed wetland area (Figure 4). Hazardous materials did not appear present in the NorCal Waste Systems storage area, the wetland area, or the Black Mountain Spring Water portion of the site.

Numerous trucks, trailers, debris bins, dumpsters, and 55-gallon drums (of unknown contents) were observed parked/stored on the gravel/dirt surface of the TIP Trailer portion of the site. Several flammable materials storage cabinets were observed within the truck repair building on this portion of the site as well. Vehicle repair and maintenance likely occurs on the property, which may include hazardous materials such as parts cleaners, oils, and fuels.

Numerous businesses observed in the site vicinity appeared commercial and light industrial in nature and may use, handle, and/or store hazardous materials at their facilities.

### **2.2.2 Site 3**

The 2.5-acre site, shown in Figures 3 and 5, is located on the southeast side of Berryessa Road, northeast of Jackson Avenue in San Jose, California. The site is denoted as APNs 254-15-064, -063, -031, and -032 and is located in a commercial and residential area.

Site 3 consists of the single-family residences with addresses of 13060, 13100, and 13120 Berryessa Road. Behind the southwestern-most residence at 13060 Berryessa Road, a large barn was observed. Three 55-gallon drums of unknown contents were observed standing near the barn, and old tractors and other parts and equipment were observed stored behind the barn. Between the residences at 13100 and 13120 Berryessa Road, a closed fruit stand for "Nola Orchards" was observed, as was an old water tank tower. The remainder of the site appeared to consist of yards for the residences and remnants of an orchard.

### 2.2.3 Site 4

The approximately 12-acre site, shown in Figures 6 and 7, is located northeast of the intersection of Story Road and McGinness Avenue in San Jose, California. The site is denoted as APNs 484-33-113, -114, -115, -057, and -074 and is located in a commercial and residential area. Current tenants/developments are listed in Table 2.1; additional observations for Site 4 are provided below.

**Table 2.1. Current Tenants/Developments  
Site 4**

Address	Tenant Names/Development
2837 Story Road	The Goodwill Store/retail
2841 Story Road	Arteaga Party Favors/retail
2841B Story Road	El Vaquerito/retail
2843A Story Road	Rosa Dental/dental office
2843B Story Road	Hair Excel/salon
Story Road	Delicias del Mar/restaurant
2847 Story Road	Got Hong/restaurant
2847A Story Road	Panamericana Travel Systems/travel agency
2849 Story Road	Calzado Andrea/retail Joyeria Arevalo/retail Michelle's Cell Phones/retail
2851 Story Road	Plaza del Sol/furniture store
2853 Story Road	Davey Jones Locker Fish and Birds/retail
2855 Story Road	Mervyn's/retail
2811A Story Road	China Express/restaurant
2811B Story Road	Fast Exp Pizza/restaurant
2811C Story Road	Jelly Donut/bakery
2811? Story Road	Panaderia Mexico/bakery
2811? Story Road	New Image Fashion/retail
2811E Story Road	Mercado Azteca/retail

The 2811 Story Road building is located immediately adjacent to Story Road. The 2837 through 2855 Story Road building is located along the northwestern boundary of the site. Areas of the site not developed with buildings consisted primarily of parking and driveway areas. Loading docks were present behind some of the tenant suites in the 2837 through 2855 Story Road building. A transformer was observed behind the 2811 Story Road building. Based on our site reconnaissance, significant quantities of hazardous materials are not likely to be currently used on the site.

### 2.3 District 3, Site 5

The approximately 6.9-acre site, shown in Figures 8 and 9, is located northwest of the intersection of Alum Rock Avenue and North 27<sup>th</sup> Street in San Jose, California. The site is denoted as APNs 467-09-066, -060, -055, -045 through -053, -031 through -039, -022; 467-10-001 through -009; 467-07-007 through -014, -004, -046, and -049 through -051 and is located in a commercial, light industrial, and residential area.

Current tenants are listed in Table 2.2; additional observations for Site 5 are provided below.

**Table 2.2. Current Tenants/Developments  
Site 5**

Address	Tenant Names/Developments
North 26 <sup>th</sup> Avenue	Small shop building and associated work yard
23, 25, 26, 35, 50, 60, 71, 74, 90, 94, and 99 North 26 <sup>th</sup> Avenue	Single-family residences
65 and 91 through 95 North 26 <sup>th</sup> Avenue	Apartment buildings
85 and 87 North 26 <sup>th</sup> Avenue	Duplex building
15 North 27 <sup>th</sup> Avenue	5 Sons Auto Body and Repair/automotive repair
23 North 27 <sup>th</sup> Avenue	Emilio Sales and Service/automotive repair
37 North 27 <sup>th</sup> Avenue	SF Alianca/office-meeting hall
65 North 27 <sup>th</sup> Avenue	Commercial building
83 North 27 <sup>th</sup> Avenue	Valencia Auto Upholstery/upholstery shop
85 North 27 <sup>th</sup> Avenue	Bethel's Goat Farm/automotive repair
1298 West St. John Street	Automotive Performance/automotive repair
?? and 98 West St. John Street	Single-family residences
West St. John Street	Commercial building
105, 107, 109, 111, 13, 115, 117, 119, 121, and 131 North 27 <sup>th</sup> Avenue	Single-family residences; 121 North 27 <sup>th</sup> Avenue had a paved, fenced work yard area at the rear
296 West St. James Street	Single-family residence
203 North 27 <sup>th</sup> St. John Street	Specialty Auto Paint and Body Repair/automotive repair
209, 211, 215, 217, 219, and 225 North 27 <sup>th</sup> Avenue	Single-family residences; 219 North 27 <sup>th</sup> Avenue residence had commercial-type roll-up doors at rear
229 North 27 <sup>th</sup> Avenue	Commercial warehouse with adjacent fenced, paved lot
1272 West Julian Street	Vacant/former animal hospital
1256 West Julian Street	Silva Sausage Company/sausage plant

The automotive repair facilities appeared to be using various quantities of automotive-related hazardous materials, likely including parts cleaners, oils, paints and coolants. Based on our site reconnaissance, significant quantities of hazardous materials are not likely to be currently used on the remaining properties listed in Table 2.2.

Numerous businesses observed in the site vicinity appeared commercial and light industrial in nature and may use, handle, and/or store hazardous materials at their facilities.

## 2.4 District 6

### 2.4.1 Site 6

The 7.05-acre site, shown in Figures 10 and 11, is located southeast of the intersection of Curtner Avenue and Canoas Garden Avenue in San Jose, California. The site is denoted as APNs 455-31-042, -041, -037, -036, -033, and -004 and is located in a commercial and residential area.

At the time of our reconnaissance, Site 6 was developed with a VTA Park and Ride Lot with access to the Curtner light rail station. The lot was asphalt-paved. Millpond Drive divided the main parking lot area from a smaller parking lot located at the southeastern corner of the site. On the smaller parking lot, a transformer was observed as was a metal building labeled as "high voltage" and displaying a hazardous materials placard. With the exception of the metal building, based on our reconnaissance there is no suspected use, handling, and/or storage of hazardous materials on-site.

### 2.4.2 Site 7

The 4.9-acre site, shown in Figures 10 and 12, is located northeast of the intersection of Curtner Avenue and Canoas Garden Avenue in San Jose, California. The site is currently denoted as APNs 455-19-103, -012, -115, -116, -111, and -101 and is located in a primarily commercial area.

Current tenants of Site 7 are listed in Table 2.3; additional observations for Site 7 are provided below.

**Table 2.3. Current Tenants/Developments  
Site 7**

Address	Tenant Names/Developments
2090 Evans Lane	Women's Residential Center
2220 Canoas Garden Avenue	Willow Glen Storage
2240 Canoas Garden Avenue	Single-family Residence
2260 Canoas Garden Avenue	Roth Wood Products, Ltd./wood product construction
2270-A Canoas Garden Avenue	Q.R.S./office
2270-B Canoas Garden Avenue	M.J. MacLellan, Esquire/office
2270-C Canoas Garden Avenue	Credit Evaluation Services/office
2270-D Canoas Garden Avenue	Unknown office/light industrial
2270-E Canoas Garden Avenue	Unknown office/light industrial
2270-F Canoas Garden Avenue	Rianda Painting/painting contractor
2270-G Canoas Garden Avenue	Unknown – appeared to be wood products
2270-H Canoas Garden Avenue	Costa's Custom Upholstery
2270-I Canoas Garden Avenue	Unknown – appeared to be furniture inside

The wood products and painting contractor facilities appeared to be using/storing various quantities of wood finishing/painting-related hazardous materials, likely including paints and thinners. Costa's Custom Upholstery also may have hazardous materials in their

facility. Based on our site reconnaissance, significant quantities of hazardous materials are not likely to be currently used on the remaining properties listed in Table 2.3.

## 2.5 Midtown Sites

### 2.5.1 Site 8a

The 6.1-acre site, shown in Figures 13 and 14, is located southeast of the intersection of San Carlos Avenue and Race Street in San Jose, California. The site is denoted as APNs 264-14-017, 019, -020, -082, -083, -084, -098, -102, -103, -045, -046, -047, -054, -072, -073, -077, -078, -079, -126, and a portion of -069. The site is located in a commercial/light industrial area. Current tenants/developments are listed in Table 2.4; additional observations for Site 8a are provided below.

**Table 2.4. Current Tenants/Developments  
Site 8a**

Address	Tenant Names/Developments
320 Race Street	Mel Cotton's/office
1266 San Carlos Avenue	Mel Cotton's/retail
1150 San Carlos Avenue	O.C. McDonald Company, Inc./plumbing contractor's yard and office
1100 San Carlos Avenue	Truong Used Cars/used car lot
San Carlos Avenue	T&D Complete Auto Care/automotive repair
Lincoln Avenue	Office
332 Lincoln Avenue	Larry's Car Service/automotive repair

The two automotive repair facilities appeared to be using/storing various quantities of automotive-related hazardous materials, likely including parts cleaners, oils, and coolants. The O.C. McDonalds facility may also have hazardous materials present on-site, including metal solder, compressed gasses, solvents, and adhesives. Based on our site reconnaissance, significant quantities of hazardous materials are not likely to be used on the remaining properties listed in Table 2.4.

Numerous businesses observed in the site vicinity appeared light industrial in nature and likely use, handle, and/or store hazardous materials at their facilities.

### 2.5.2 Site 8b

The approximately 14.8-acre site, shown in Figures 13 and 15, is located northeast of the intersection of Race Street and Auzerais Avenue, in San Jose, California. The site is denoted as APNs 264-14-010, -014, -016, -058, -059, -060, -061, -062, -093, -096, -099, -100, -101, -109, -127, -128, -037, -043, -044, -070, -071, -087, -090, -120, -092, -123, -124, -125, and a portion of -069. The site is located in a commercial/light industrial area. Current tenants/developments are listed in Table 2.5; additional observations for Site 8b are provided below.



**Table 2.5. Current Tenants/Developments  
Site 8b**

Address	Tenant Names/Development
Race Street	Marcone Appliance Parts, Inc./commercial
Race Street	KB Beauty Supply/retail
330 Race Street	Gymnastics Gym
342 Race Street	Upholstery Supply Company/commercial
366 Race Street	Standard Business Machines/commercial
376 Race Street	Lumatronix/light industrial
382 Race Street	Robbie's Automotive/automotive repair
1135 Auzerais Avenue	Electrical Distributors Company/commercial
1131 Auzerais Avenue	West Coast Rebar Company/light industrial
1127 Auzerais Avenue	City Body Repairs, Inc./automotive repair
1111 Auzerais Avenue	Eurowood Custom Cabinetry
Lincoln Avenue	AJ's Restaurant and Bar
375 & 385 Lincoln Avenue	Pipelyne Manufacturing/light industrial
365 Lincoln Avenue	Allied Drapery Service
351 Lincoln Avenue	Michael and Company Auto Repair
349 Lincoln Avenue	Mitchell Brothers Auto Parts/automotive repair
Lincoln Avenue	Steve Murphy Automotive/automotive repair
Lincoln Avenue	AB Autobody/automotive repair
347 Lincoln Avenue	Mark's Dog Grooming
345 Lincoln Avenue	Speed Merchant/automotive repair
Lincoln Avenue	Smart Auto Service and Roof Company/roofing contractor
342 Lincoln Avenue	Upholstery Specialists/upholstery shop
350 Lincoln Avenue	A.B. Cline Glass, Inc.
356 Lincoln Avenue	Single-family residence
380 Lincoln Avenue	Cameron Ashley Building Products
985 Auzerais Avenue	Roselli Foreign Car Repair and World Class Auto Polishing/automotive repair
885 Auzerais Avenue	Unknown light industrial facility

The automotive repair facilities on Site 8b appeared to be using various quantities of automotive-related hazardous materials, including parts cleaners, oils, and coolants. Other light-industrial facilities observed on-site, including the cabinetry shop, Pipelyne Manufacturing, the drapery service facility, the upholstery facility, the glass company, and Lumatronix also may use, handle, and/or store significant quantities of hazardous materials at their facilities. The Cameron Ashley Building Products facility appeared to be vacant at the time of our reconnaissance; however, in the storage yard portion of the facility, two wooden pallets piled with numerous 1- and 5-gallon containers of paints and other unlabeled materials were observed. The asphalt covering the ground in the storage yard portion of the facility was generally degraded. Minor vehicle repair and maintenance may have occurred at the facility, which may have included parts cleaners, oils, and fuels. Significant quantities of hazardous materials are not likely being used at the remaining facilities listed in Table 2.5.

Numerous businesses observed in the site vicinity appeared light industrial in nature and likely use, handle, and/or store hazardous materials at their facilities.

#### 2.5.3 Site 8c

The approximately 5.8-acre site, shown in Figures 13 and 16, is located southeast of the intersection of Race Street and Auzerais Avenue, in San Jose, California. The site is denoted as APNs 264-09-020, -042, and -053. The site is located in a commercial/light industrial area. Current tenants/developments are listed in Table 2.6; additional observations for Site 8c are provided below.

**Table 2.6. Current Tenants/Developments  
Site 8c**

Address	Tenant Names/Development
401 Lincoln Avenue	Rossetta's/Roofing contractor
1176 Auzerais Avenue	Golden West Auto Body/automotive repair
400 Race Street	Avalon Bay Communities/office San Jose Medical Group/medical offices Ya-Man, Ltd./office

The automotive repair facility on Site 8c appeared to be using various quantities of automotive-related hazardous materials, including parts cleaners, oils, and coolants. Tars and adhesives may be present within the roofing contractor's facility and medical materials/wastes may be present at the San Jose Medical Group offices. Significant quantities of hazardous materials are not likely being used at the remaining facilities listed in Table 2.6.

Numerous businesses observed in the site vicinity appeared light industrial in nature and likely use, handle, and/or store hazardous materials at their facilities.

#### 2.5.4 Site 8d

The approximately 5.9-acre site, shown in Figures 13 and 17, is located southeast of the intersection of Auzerais Avenue and Lincoln Avenue, in San Jose, California. The site is denoted as APNs 264-12-025, -026, -027, -033, -035, and -036. The site is located in a commercial/light industrial area. Current tenants/developments are listed in Table 2.7; additional observations for Site 8d are provided below.

**Table 2.7. Current Tenants/Developments  
Site 8d**

Address	Tenant Names/Development
405 Sunol Avenue	California Insulation Contractors/office and contractor yard
455 Sunol Avenue	Alongi Brothers Towing and Motor Body/automotive repair
Auzerais Avenue	O.C. MacDonald Company, Inc./plumbing contractor yard
460 Lincoln Avenue	Tires and Wheels/Automotive repair facility Hank & Frank Drayage/warehouse

The automotive repair facilities on Site 8d may use automotive-related hazardous materials, including parts cleaners, oils, and coolants on-site. The O.C. McDonald facility and the insulation contractor may also have hazardous materials present on-site, including metal solder, compressed gasses, solvents, and adhesives. Significant quantities of hazardous materials are not likely being used at the remaining facilities listed in Table 2.7.

Numerous businesses observed in the site vicinity appeared light industrial and industrial in nature and likely use, handle, and/or store hazardous materials at their facilities.

#### 2.5.5 Site 8e

The approximately 8.4-acre site, shown in Figures 13 and 18, is located southeast of the intersection of Auzerais Avenue and Sunol Avenue, in San Jose, California. The site is denoted as APNs 264-11-084, -085, -069, -086, -031, -032, -048, -049, and a portion of -034. The site is located in a commercial/light industrial/industrial area. Current tenants/developments are listed in Table 2.8; additional observations for Site 8f are provided below.

**Table 2.8. Current Tenants/Developments  
Site 8e**

Address	Tenant Names/Development
801 Auzerais Avenue	Del Monte Cannery/vacant warehouse and associated asphalt driveways
806 Auzerais Avenue	American Custom Marble/synthetic marble manufacturing
806A Auzerais Avenue	Light industrial building
Auzerais Avenue	Silicon Valley Paving/paving contractor
550 Sunol Avenue & 690 Sunol Avenue	Reed and Graham-Geosynthetics/a portion of the facility for building materials manufacturer

Hazardous materials may previously have been present at the Del Monte warehouse; the facility appeared vacant at the time of our reconnaissance. Hazardous materials placarding was observed on the American Custom Marble facility. Hazardous materials, including oils and tar, are likely present at the paving contractor facility. A portion of the Reed and Graham facility, appearing to primarily include a storage yard, was present on Site 8e; the remainder of the facility appeared to extend south to Highway 280 and west to Sunol Avenue. Hazardous materials associated with Reed and Graham's operations may be present on-site, and would likely include fuels. Hazardous materials may also be used at the unidentified light industrial facility.

Numerous businesses observed in the site vicinity appeared light industrial and industrial in nature and likely use, handle, and/or store hazardous materials at their facilities.

#### 2.5.6 Site 8f

The approximately 5.1-acre site, shown in Figures 13 and 19, is located northwest of the intersection of Sunol Avenue and Saraker Street, in San Jose, California. The site is denoted as APNs 264-12-002, -003, -004, -008, -009, -010, -024, and portions of -031 and -032. The site is located in a commercial/light industrial/industrial area. Current tenants/developments are listed in Table 2.9; additional observations for Site 8f are provided below.

**Table 2.9. Current Tenants/Developments  
Site 8f**

Address	Tenant Names/Development
525 Sunol Avenue	Penske Truck Rental/truck rental and repair
801 Savaker Street	Buckles-Smith Electrical Supply and Industrial Automation
859 Savaker Street	Custom Acoustics/office and supply yard

The automotive and truck repair facility on Site 8f likely uses automotive-related hazardous materials, including parts cleaners, oils, fuels, and coolants on-site. The other on-site facilities may also use, handle, and/or store hazardous materials on-site.

Numerous businesses observed in the site vicinity appeared light industrial and industrial in nature and likely use, handle, and/or store hazardous materials at their facilities.

### 3.0 REGULATORY AGENCY DATABASE REVIEW

During this study, a regulatory agency database report was obtained and reviewed to help establish whether contamination incidents have been reported on-site or in the site vicinity. A list of the database sources reviewed, a detailed description of the sources, and a radius map indicating the location of the reported facilities relative to each site are presented in Appendix B. The following tables list both on-site facilities identified in the database search and near-by reported hazardous materials incidents. The nearby incidents were screened based on their distance from the project site, their direction with

respect to the anticipated ground water flow direction, and the reported status and type of spill incident. Only those considered to have a potential to impact the subject site are discussed below.

### **3.1 District 10, Site 1**

There were no reported on-site or nearby hazardous materials spills or releases with a potential to significantly impact Site 1.

### **3.2 District 4**

#### **3.2.1 Site 2**

There were no reported on-site or nearby hazardous materials spills or releases with a potential to significantly impact Site 2.

The database report indicates the Townhomes Development Project at the intersection of Berryessa Road and Lundy Avenue as being the target property; this site, however, is not on the project site.

#### **3.2.2 Site 3**

There were no reported on-site or nearby hazardous materials spills or releases with a potential to significantly impact Site 3.

#### **3.2.3 Site 4**

There were no reported on-site hazardous materials spills or releases. The service station located at 2790 Story Road, less than 1/8-mile up-gradient from the site, was listed as Jet Gas (former) and Kayo Oil Company for a gasoline release from a leaking underground storage tank (UST). The release was reported in January 1987 and has impacted ground water. Up to 220 parts per million (ppm) methyl tertiary butyl ether (MTBE) have been detected in ground water at the facility.

No other vicinity facilities with a potential to significantly impact Site 4 were noted in the database report.

### **3.3 District 3, Site 5**

Two on-site facilities, Bien Hoa Auto Body and Ryland Autobody, both at 15 North 27<sup>th</sup> Street (currently 5 Sons Auto Body and Repair), were listed as using hazardous materials and/or disposing of hazardous wastes. Bien Hoa Auto Body was indicated as a small quantity generator of aqueous organic solutions and oxygenated solvents. Ryland Autobody reportedly disposed of solvent mixtures.

The McDonald's property, located at Alum Rock Avenue and North 27<sup>th</sup> Street, was listed in the SLIC database (listings for solvent and fuel releases under jurisdiction of California Regional Water Quality Control Board [RWQCB]). Based on other listings for the facility indicating it as being a closed LUST site, it appears likely that the SLIC listing was also related to the petroleum fuel release and therefore not a concern with respect to the project site.

There were no reported on-site or nearby hazardous materials spills or releases with a potential to significantly impact Site 5.

### 3.4 District 6

#### 3.4.1 Site 6

There were no reported on-site or nearby hazardous materials spills or releases with a potential to significantly impact Site 6.

#### 3.4.2 Site 7

Rianda Painting, located on-site at 2270 Canoas Garden Avenue, Suite F, was listed as a small quantity generator of hazardous waste. No violations were noted.

There were no reported nearby hazardous materials spills or releases with a potential to significantly impact Site 7.

### 3.5 Midtown Sites

#### 3.5.1 Site 8a

**Table 3.1. On-Site Hazardous Materials Usage/Incidents Site 8a**

Facility	Map ID No.	Address	Remarks
Larry's Foreign and Domestic Car Service	K55/ K56	332 Lincoln Avenue	Listed on HAZNET database for disposal of aqueous solutions and organic aqueous solutions.
O.C. McDonald	M59/ M60	1150 W. San Carlos Street	LUST site with release of gasoline to soil; closed January 2000. Surface release of unknown chemical to roadway. Listed on HAZNET database for disposal of oil-containing waste, alkaline solutions without metals, and adhesives.
Le Truong Motor Corporation	G45	1100 W. San Carlos Street	Listed on HAZNET database for disposal of oxygenated solvents.

There were no reported off-site hazardous materials spills or releases with a potential to significantly impact Site 8a.

## 3.5.2 Site 8b

**Table 3.2. On-Site Hazardous Materials Usage/Incidents Site 8b**

Facility	Map ID No.	Address	Remarks
Berkens Automotive	E21	385 Lincoln Avenue	Listed on HAZNET database for disposal of organic aqueous solutions and unspecified aqueous solutions.
Roof Top Supply	E22	380 Lincoln Avenue	2,000-gallon diesel and 10,000-gallon gasoline USTs historically present on-site; may currently be present.
California Roofers Supply	E23	380 Lincoln Avenue	Listed on HAZNET database for disposal of waste oil and mixed oil.
Finnish Auto Body	E25	375 Lincoln Avenue	RCRA small quantity generator of hazardous waste; no violations reported.
Robbie's Automotive Service	P71	382 Race Street	Listed on HAZNET and San Jose HAZMAT databases for disposal of aqueous organic solutions.
PPG Industries, Inc.	P72	376 Race Street	LUST site with release of Stoddard solvent to soil; closed January 1997.
Pittsburgh Paints, Location 153	P73	376 Race Street	500-gallon product UST historically present on-site; may currently be present. RCRA small quantity generator of hazardous waste; no violations reported.
City Body Repairs	D12	1127 Auzerai Avenue	RCRA small quantity generator of hazardous waste; no violations reported. Listed on HAZNET database as generator of waste solvent mixture and aqueous organic solutions.
West Coast Rebar	D14	1131 Auzerai Avenue	Listed on HAZNET database as generator of oil-containing waste.
Electrical Distributors Company	D17/ D19	1135 Auzerai Avenue	LUST site with release of unidentified hydrocarbon to soil; closed September 1997. Listed on San Jose HAZMAT and UST databases as having other fuel USTs present.
Semi-Gas Systems, Inc.	A1	885 Auzerai Avenue	Listed on HAZNET database as generator of photochemicals and liquids with halogenated organic compounds.
Meitzler Printing	A2/ A3	885 Auzerai Avenue	Listed on HAZNET database as generator of photochemicals and liquids with halogenated organic compounds. RCRA small quantity generator; no violations noted.
Levin Property	G28	350 Lincoln Avenue	LUST site with release of gasoline to soil; closed June 1991.
Qualtronix	G29	350 Lincoln Avenue	RCRA small quantity generator; no violations noted.
Michael and Company	G30	350 Lincoln Avenue	RCRA small quantity generator; no violations noted. Listed on HAZNET database as generator of solvent mixture waste and organic aqueous solutions.
J&C Autobody	G31	344 Lincoln Avenue	Listed on HAZNET database as generator of organic aqueous solutions, organic liquids with metals, and organic solids.

A&B Autobody	G32	349 Lincoln Avenue	Listed on HAZNET database as generator of oxygenated solvents.
Steve Murphy Automotive	G40	347 Lincoln Avenue	Listed on HAZNET database as generator of aqueous solutions.
J&D Autobody	G41	347 Lincoln Avenue	RCRA small quantity generator; no violations noted.

Reported information for on-site facilities is listed above. There were no reported off-site hazardous materials spills or releases with a potential to significantly impact Site 8b.

### 3.5.3 Site 8c

**Table 3.3. On-Site Hazardous Materials Usage/Incidents Site 8c**

Facility	Map ID No.	Address	Remarks
Golden West Auto Body	48	1176 Auzerais Avenue	Listed on HAZNET database as generator of organic aqueous solutions and oxygenated solvents.
Dick Lloyd's Foreign Car Service	E20	401 Lincoln Avenue	Listed on HAZNET database as generator of metal sludge.

Reported information for on-site facilities is listed above. There were no reported off-site hazardous materials spills or releases with a potential to significantly impact Site 8c.

### 3.5.4 Site 8d

There were no reported on-site or nearby hazardous materials spills or releases with a potential to significantly impact Site 8d.

### 3.5.5 Site 8e

**Table 3.4. On-Site Hazardous Materials Usage/Incidents Site 8e**

Facility	Map ID No.	Address	Remarks
Del Monte Foods Plant #3	Q75	801 Auzerais Avenue	Only a portion of the Del Monte facility is present on the project site. Data presented in regulatory agency database report did not specify if listings were for portion of facility on project site. Listed on HAZNET database as generator of hydrocarbon solvents, liquids containing halogenated organic compounds, aqueous organic solutions, and organic solids. One 25,000-identified product UST installed at Del Monte facility in 1948; may currently be present.



Apex Marble	24	806 W. Home Street	RCRA small quantity generator; no violations noted. Listed on HAZNET database as generator of organic liquid mixtures. LUST site with release of unidentified material to soil; closed November 1996.
Reed and Graham	O	690 Sunol Avenue	Only a portion of the Reed & Graham facility is present on the project site. Data presented in regulatory agency database report did not specify if listings were for portion of facility on project site. RCRA small quantity generator; no violations noted. Listed on HAZNET database as generator of oil-containing wastes, organic solids, and other organics. LUST/SLIC site with release of waste oil to soil; closed November 1996. LUST site with release of gasoline to soil; closed March 2000. Listed on CHMIRS database for three surface releases including asphalt cement in May 2001 that was contained within a containment area, asphalt sealer in May 2001 that was completely reclaimed, and Citrasolve/oil mixture pumped to a parking area in April 1999.

Reported information for on-site facilities is listed above. There were no reported off-site hazardous materials spills or releases with a potential to significantly impact Site 8e.

#### 3.5.6 Site 8f

**Table 3.5. On-Site Hazardous Materials Usage/Incidents Site 8f**

Facility	Map ID No.	Address	Remarks
Penske Truck Leasing	13	525 Sunol Avenue	Listed on HAZNET database as generator of oil/water separator sludge.
Central California Insulation	B5/ B6	405 Sunol Avenue	Listed on HAZNET database as generator of empty containers. One gasoline UST historically present on-site; may currently be present.
Buckles Smith	F26/ F27	801 Savaker Street	LUST site with release of gasoline to soil; closed March 1995.

Reported information for on-site facilities is listed above. There were no reported off-site hazardous materials spills or releases with a potential to significantly impact Site 8f.

## 4.0 CONCLUSIONS

### 4.1 On-Site/Vicinity Hazardous Materials Usage and or Release Incidents

#### 4.1.1 District 10, Site 1

Hazardous materials did not appear to be in use on Site 1 at the time of our reconnaissance. There were no on-site or nearby hazardous materials incidents appearing to have a potential to significantly impact Site 1, as reported in the regulatory agency database report reviewed.

#### 4.1.2 District 4, Site 2

Hazardous materials, including truck repair-related chemicals, are likely being used on Site 2 in the truck repair facility of TIP Trailer. In addition, 55-gallon drums of unknown contents were observed stored on the TIP Trailer lot. The existing truck repair shop also may have sub-grade hydraulic lifts, solvent parts cleaning sinks, and/or sumps present within the repair building. The potential for these source areas (including hazardous material use and storage areas) to impact soil and ground water should be evaluated prior to site redevelopment. Chemicals of concern include fuels, oils, and solvents. We also recommend that all hazardous materials and related structures, if any, be appropriately removed prior to property redevelopment.

There were no on-site or nearby hazardous materials incidents appearing to have a potential to significantly impact Site 2, as reported in the regulatory agency database report reviewed.

#### 4.1.3 District 4, Site 3

Significant quantities of hazardous materials were not observed on Site 3; three 55-gallon drums of unknown contents were observed near an on-site barn. Although only a few trees remain present on-site, the site appears to have previously included orchards. During the course of agricultural use, pesticides may have been applied in the normal course of farming operations. Because redevelopment of the site for residential use is under consideration, we recommend the potential impact from pesticides to soil be evaluated. Chemicals of concern include pesticides and pesticide-related metals arsenic, lead, and mercury. We also recommend that hazardous materials, if any, be appropriately removed prior to property redevelopment. A former water tank tower was observed on-site; an agricultural well may be present. Prior to site redevelopment, if present, any wells must be appropriately abandoned in accordance with applicable regulatory agency requirements.

There were no on-site or nearby hazardous materials incidents appearing to have a potential to significantly impact Site 3, as reported in the regulatory agency database report reviewed.

#### 4.1.4 District 4, Site 4

Significant quantities of hazardous materials were not observed on Site 4, and are not expected to be used by the businesses present on-site. There were no on-site hazardous materials incidents appearing to have a potential to significantly impact Site 4, as reported in the regulatory agency database report reviewed.

One open fuel leak facility was located less than 1/8-mile up gradient from Site 4. The Jet Gas/Kayo Oil Company facility reportedly had a release in January 1987 that impacted ground water. No further information on this facility was available in the regulatory agency database report reviewed; the Santa Clara Valley Water District (SCVWD) files for the site should be reviewed to obtain additional information on the likelihood of the release from this facility impacting ground water underlying Site 4. No other vicinity hazardous materials incidents appearing to have a potential to significantly impact Site 4 were reported.

#### 4.1.5 District 3, Site 5

Hazardous materials, including automotive repair- and painting-related chemicals, are likely being used on Site 5. Two on-site facilities were listed as using hazardous materials and/or disposing of hazardous wastes in the regulatory agency database report. The existing automotive repair shops also may have sub-grade hydraulic lifts, parts cleaning sinks, and/or sumps present within their facilities. The potential for these source areas (including hazardous material use and storage areas) to impact soil and ground water should be evaluated prior to site redevelopment. Chemicals of concern include fuels, oils, and solvents. We also recommend that all hazardous materials and related structures, if any, be appropriately removed prior to property redevelopment.

There were no on-site or nearby hazardous materials incidents appearing to have a potential to significantly impact Site 5, as reported in the regulatory agency database report reviewed.

#### 4.1.6 District 6, Site 6

One small building on Site 6, appearing to be related to electrical equipment, displayed hazardous materials placarding. Significant quantities of hazardous materials were not observed on Site 6. There were no on-site or nearby hazardous materials incidents appearing to have a potential to significantly impact Site 6, as reported in the regulatory agency database report reviewed.

#### 4.1.7 District 6, Site 7

Hazardous materials, including adhesives and painting- and wood finishing-related chemicals, are likely being used by the wood products, painting, and upholstery facilities present on Site 7. One on-site facility was listed as a small-quantity generator of hazardous waste in the regulatory agency database report. The potential for these hazardous material use and storage areas to impact soil and ground water should be evaluated prior to site redevelopment. We also recommend that all hazardous materials and other hazardous materials-related structures, if any, be appropriately removed prior to property redevelopment.

There were no on-site or nearby hazardous materials incidents appearing to have a potential to significantly impact Site 7, as reported in the regulatory agency database report reviewed.

#### 4.1.8 Midtown, Site 8a

Hazardous materials, including automotive repair- and plumbing/sheet metal working-related chemicals, are likely being used on Site 8a. The existing automotive repair facilities also may have sub-grade hydraulic lifts, solvent parts cleaning sinks, and/or sumps present within the repair building. Three on-site facilities were listed as generators of hazardous wastes in the regulatory agency database report. In addition, the O.C. McDonald facility at 1150 West San Carlos Street was listed as a closed LUST site and as having had a surface release of an unknown chemical. The potential for these source areas (including hazardous material use and storage areas and the former UST and surface spill locations) to impact soil and ground water should be evaluated prior to site redevelopment. Chemicals of concern include metals, fuels, oils, and

solvents. Further information on the LUST site could be obtained through review of available files at the SCVWD. We also recommend that all hazardous materials and related structures, if any, be appropriately removed prior to property redevelopment.

There were no off-site hazardous materials incidents appearing to have a potential to significantly impact Site 8a, as reported in the regulatory agency database report reviewed.

#### 4.1.9 Midtown, Site 8b

Hazardous materials, including adhesives and roofing- and automotive repair- related chemicals, are likely being used on Site 8b by the upholstery, automotive repair, and roofing contractor facilities. The existing automotive repair facilities also may have sub-grade hydraulic lifts, solvent parts cleaning sinks, and/or sumps present within the repair building. Sixteen current and former on-site facilities were listed as users and/or generators of hazardous wastes in the regulatory agency database report. In addition, USTs historically were reported, and may currently be present, at two facilities and were currently reported at one facility. Three closed LUST sites also were reported on Site 8b, based on the regulatory agency database report reviewed. The potential for these source areas (including hazardous material use and storage areas, and current and former UST locations) to impact soil and ground water should be evaluated prior to site redevelopment. Chemicals of concern include fuels, tar, oils, and solvents. Further information on the LUST sites could be obtained through review of available files at the SCVWD. We also recommend that all hazardous materials and other hazardous materials-related structures, if any, be appropriately removed prior to property redevelopment.

There were no off-site hazardous materials incidents appearing to have a potential to significantly impact Site 8b, as reported in the regulatory agency database report reviewed.

#### 4.1.10 Midtown, Site 8c

Hazardous materials, including medical-, roofing-, and automotive repair-related chemicals, are likely being used on Site 8c by the medical, automotive repair, and roofing contractor facilities. The existing automotive repair facility also may have sub-grade hydraulic lifts, parts cleaning sinks, and/or sumps present within the repair building. Two current and former on-site facilities were listed as generators of hazardous wastes in the regulatory agency database report. The potential for these source areas (including hazardous material use and storage areas) to impact soil and ground water should be evaluated prior to site redevelopment. Chemicals of concern include fuels, tar, oils, and solvents. We also recommend that all hazardous materials and other hazardous materials-related structures, if any, be appropriately removed prior to property redevelopment.

There were no on-site or nearby hazardous materials incidents appearing to have a potential to significantly impact Site 8c, as reported in the regulatory agency database report reviewed.

#### 4.1.11 Midtown, Site 8d

Hazardous materials, including automotive repair- and plumbing/sheet metal working-related chemicals, are likely being used on Site 8d. The existing automotive repair facility also may have sub-grade hydraulic lifts, parts cleaning sinks, and/or sumps present within the repair building. The potential for these source areas (including hazardous material use and storage areas) to impact soil and ground water should be evaluated prior to site redevelopment. Chemicals of concern include metals, fuels, oils, and solvents. We also recommend that all hazardous materials and related structures, if any, be appropriately removed prior to property redevelopment.

Railroad tracks also were observed on Site 8d. Impacted soil along the railroad tracks may be present on-site. Assorted chemicals historically have been used for dust suppression and weed control along rail lines. Prior to residential use of these areas, consideration should be given to evaluating soil quality along the tracks.

There were no on-site or nearby hazardous materials incidents appearing to have a potential to significantly impact Site 8c, as reported in the regulatory agency database report reviewed.

#### 4.1.12 Midtown, Site 8e

Hazardous materials, including hydrocarbon fuels, oils, asphalt compounds, solvents, and other materials, were likely used at the former Del Monte Cannery and at the Reed and Graham facility. Based on the information available during this study, it is unclear if these materials were used/handled/stored on the portions of the Del Monte and Reed and Graham facilities located on Site 8e. Other facilities on Site 8e, including American Custom Marble, Silicon Valley Paving, and the unidentified light industrial facility also may be using hazardous materials in their on-site operations. One current and two former on-site facilities were listed as using/generating hazardous materials/waste and at least two to three USTs were reported to be historically present. Three closed LUFT sites, and several surface releases of hydrocarbon materials were reported on Site 8e in the regulatory agency database report reviewed. The potential for these source areas (including hazardous material use and storage areas, current/former UST locations, and surface release locations) to impact soil and ground water should be evaluated prior to site redevelopment. Chemicals of concern include fuels, oils, and solvents. We also recommend that all hazardous materials and related structures, if any, be appropriately removed prior to property redevelopment.

There were no off-site hazardous materials incidents appearing to have a potential to significantly impact Site 8e, as reported in the regulatory agency database report reviewed.

#### 4.1.13 Midtown, Site 8f

Hazardous materials, including automotive repair-related chemicals, are likely being used on Site 8f. Other facilities on Site 8f, including Custom Acoustics, Buckles-Smith, and California Insulation also may be using hazardous materials in their on-site operations. Two current on-site facilities were listed as generating hazardous materials; one UST was reported historically present and one closed LUFT site was reported on Site 8f in the regulatory agency database report reviewed. The existing automotive repair

shop also may have sub-grade hydraulic lifts, parts cleaning sinks, and/or sumps present within their facility. The potential for these source areas (including hazardous material use and storage areas and current/former UST locations) to impact soil and ground water should be evaluated prior to site redevelopment. Chemicals of concern include fuels, oils, and solvents. We also recommend that all hazardous materials and related structures, if any, be appropriately removed prior to property redevelopment.

There were no off-site hazardous materials incidents appearing to have a potential to significantly impact Site 8f, as reported in the regulatory agency database report reviewed.

#### **4.2 Asbestos**

Due to the apparent construction of many of the on-site buildings prior to 1980, asbestos-containing materials (ACMs) may be present. Since demolition of the buildings is under consideration, an asbestos survey must be conducted under National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines. In addition, NESHAP guidelines require that all potentially friable ACM be removed prior to building demolition or renovation that may disturb the ACM.

#### **4.3 Lead-Based Paint**

In 1978, the Consumer Product Safety Commission banned the use of lead as an additive in paint. Currently, the U.S. EPA and U.S. Department of Phase II Housing and Urban Development are proposing additional lead-based paint regulations. Since demolition of the buildings is under consideration, we recommend that a lead survey of the painted surfaces and soil be conducted. If the lead-based paint is still bonded to the building materials, its removal is not required prior to demolition. It will be necessary, however, to follow the requirements outlined by Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations (CCR) 1532.1 during demolition activities; these requirements will include employee training, employee air monitoring, and dust control. If the lead based paint is peeling, flaking or blistered, it should be removed prior to demolition. It is assumed that such paint will become separated from the building components during demolition activities; thus, it must be managed and disposed as a separate waste stream. Any debris or soil containing lead above regulatory thresholds must be disposed at landfills that have acceptance criteria for the waste being disposed.

#### **4.4 Urban Runoff Pollution Prevention Program**

The Urban Runoff Pollution Prevention Program, also called the Non-Point Source Program, was developed in accordance with the requirements of the 1986 San Francisco Bay Basin Water Quality Control Plan to reduce water pollution associated with urban storm water runoff. This program was also designed to fulfill the requirements of the Federal Clean Water Act, which mandated that the EPA develop National Pollution Discharge Elimination system (NPDES) Permit application requirements for various storm water discharges, including those from municipal storm drain systems and construction sites.

Construction activity resulting in a land disturbance of 1 acre or more, or less than 1 acre but part of a larger common plan of development or sale, must obtain a

Construction Activities Storm Water General Permit. This would include all proposed HOS sites. A Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared prior to commencement of construction.

#### **4.5 General Conclusions/Recommendations**

Based on the information obtained during this study, no known environmental conditions were identified that would preclude the residential use of the subject properties. However, the sites were only viewed during drive-by surveys and historic site uses were not evaluated. When the City of San Jose makes a final decision as to which properties will be selected for residential redevelopment, a complete Phase I environmental site assessment should be performed for each site to further evaluate the environmental setting of the properties and to develop an appropriate scope of work to characterize and/or remediate areas of potential concern, if any.

#### **5.0 LIMITATIONS**

As with all site evaluations, the extent of information obtained is a function of client demands, time limitations, and budgetary constraints. Our conclusions and recommendations regarding the site are based on readily observable site conditions and/or information reported by others. Due to poor or inadequate address information, the regulatory agency database report listed several sites that may be inaccurately mapped or could not be mapped; leaks or spills from these or other facilities, if nearby, could impact the site. We are not responsible for the accuracy of information or data presented by others.

Because publicly available information cannot affirm that a release or spill of hazardous materials has or has not occurred at the site, there is the possibility of on-site contamination. Our conclusions and recommendations in this site assessment are qualified in that a complete Phase I assessment has not been performed and no soil, ground water, air, or building material analyses were performed. A complete Phase I assessment and/or sampling and analysis lead to a more reliable assessment of environmental conditions which often cannot be noted from only a limited scope of work. Should you desire a greater degree of confidence, a complete assessment should be performed and/or samples should be obtained and analyzed to further evaluate environmental conditions.

This report was prepared for the sole use of David J. Powers and Associates. We make no warranty, expressed or implied, except that our services have been performed in accordance with environmental principles generally accepted at this time and location.

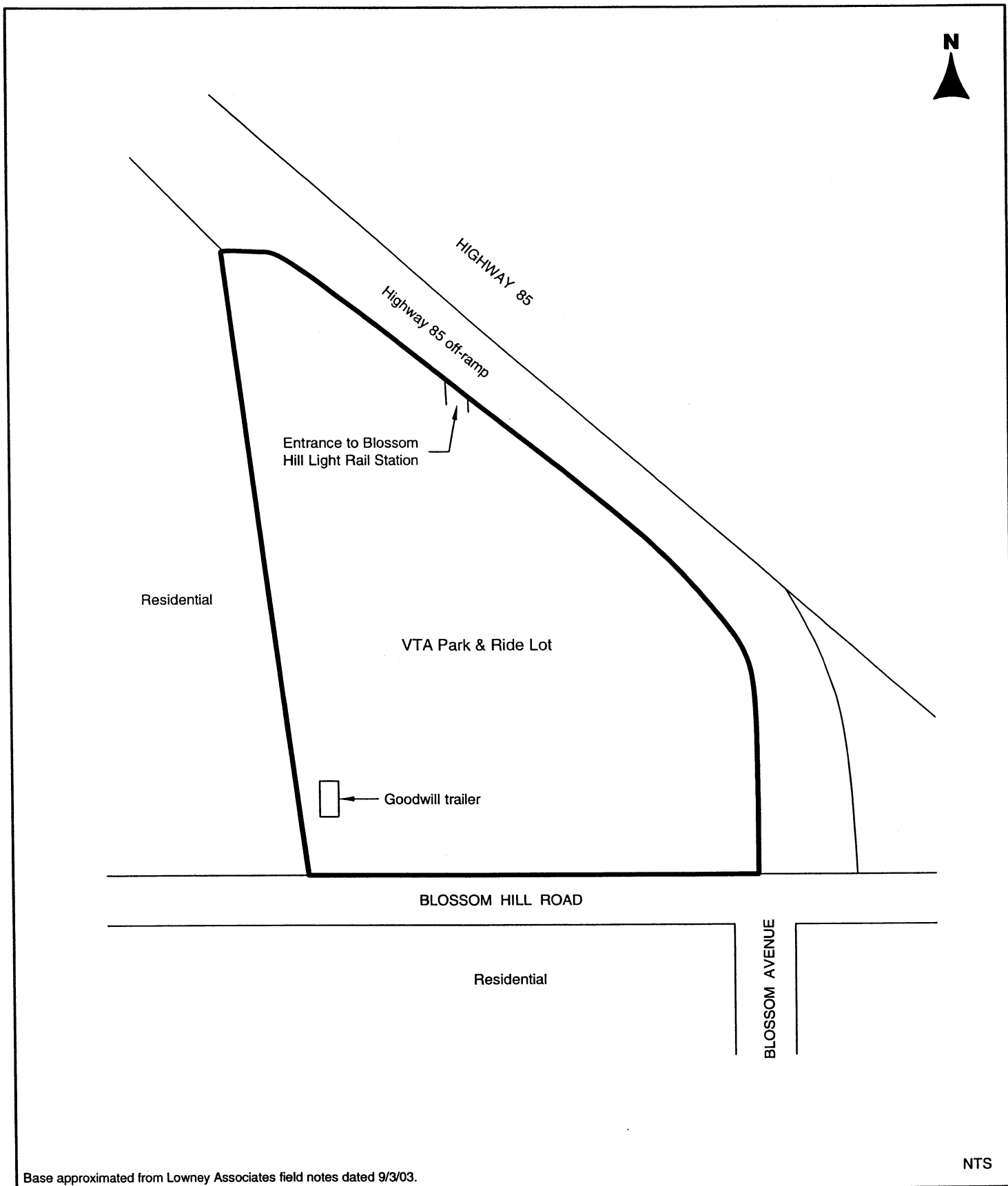
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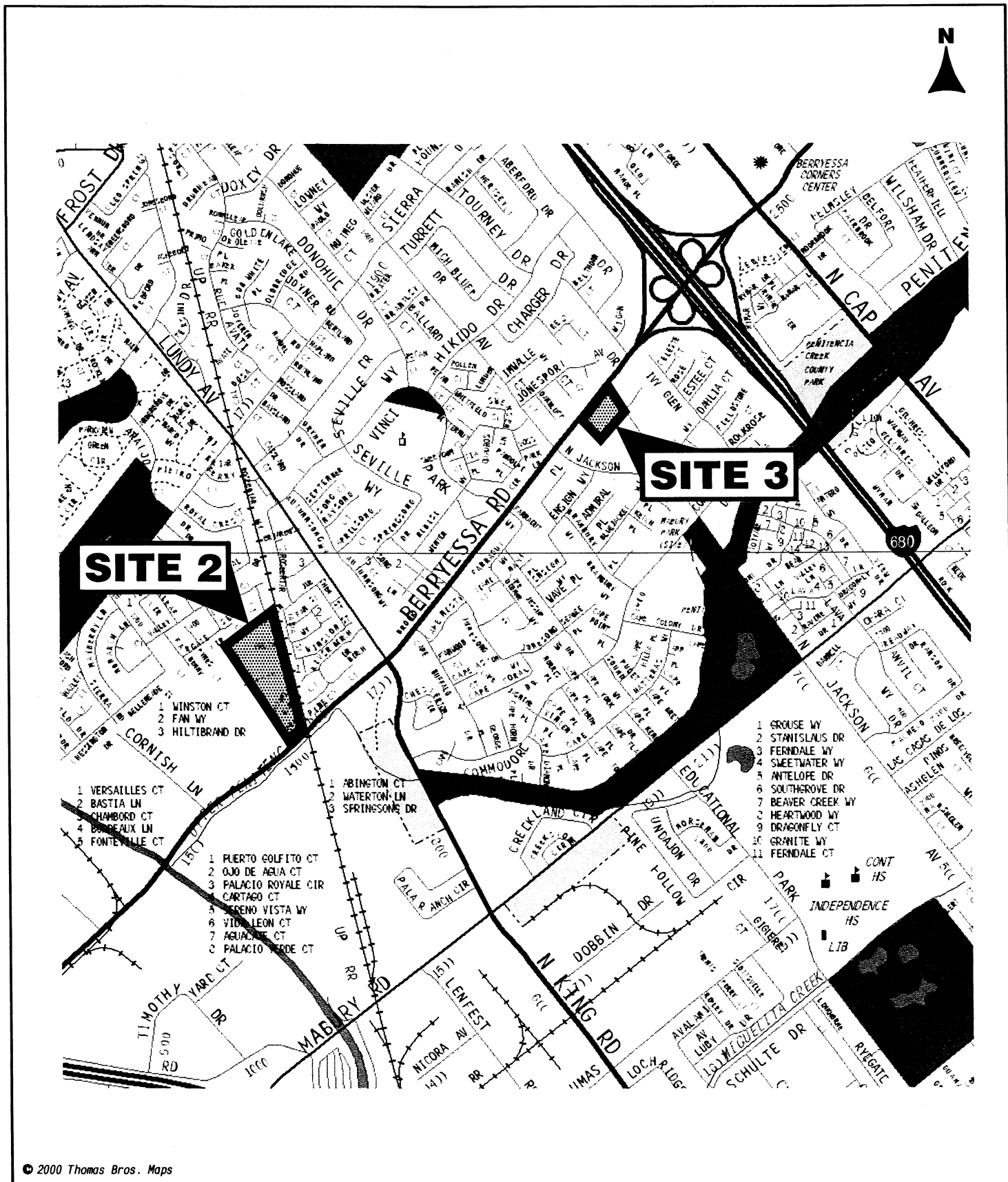
**LOVNEY ASSOCIATES**  
Environmental/Geotechnical/Engineering Services

**FIGURE 1**  
858-25A

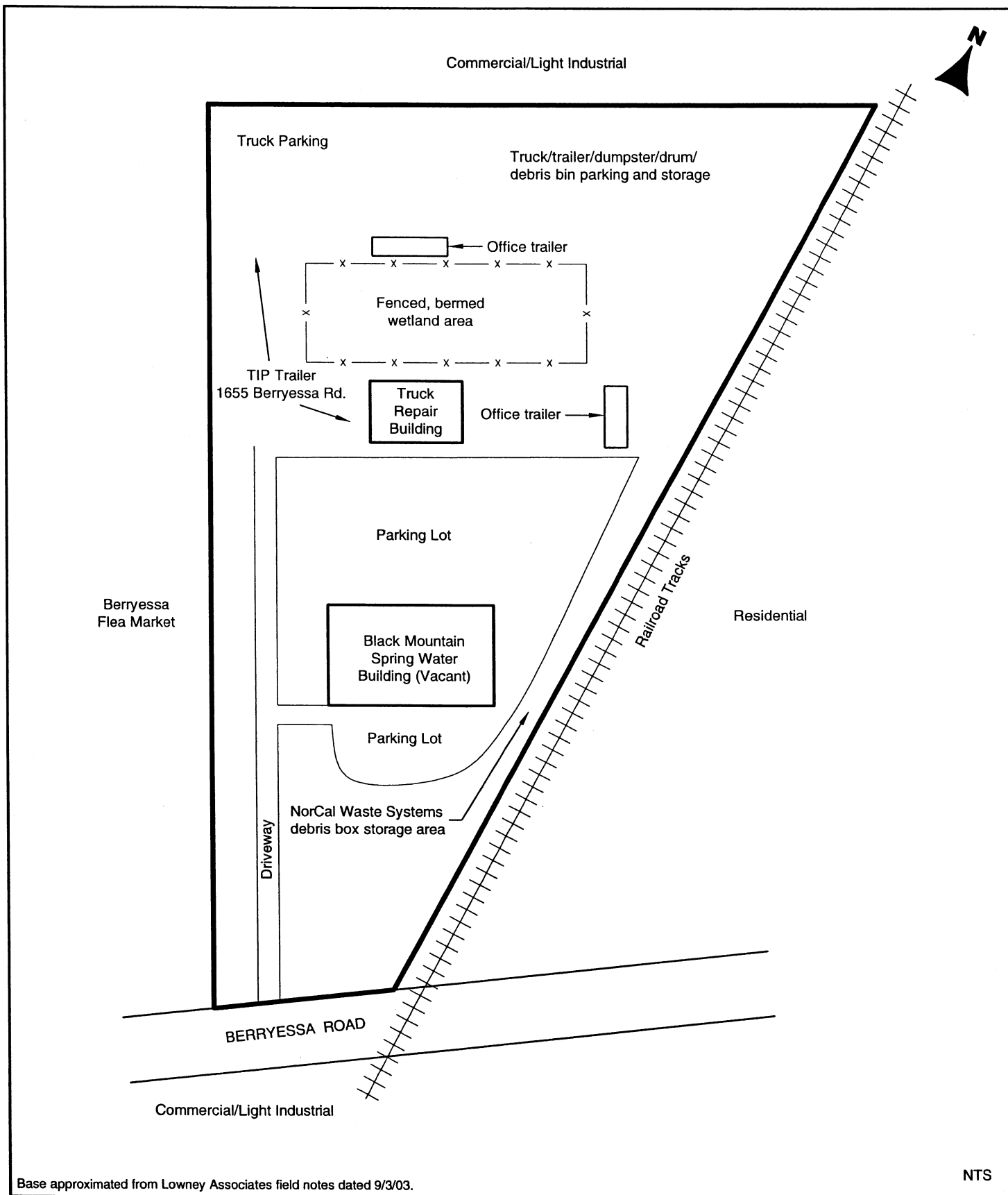




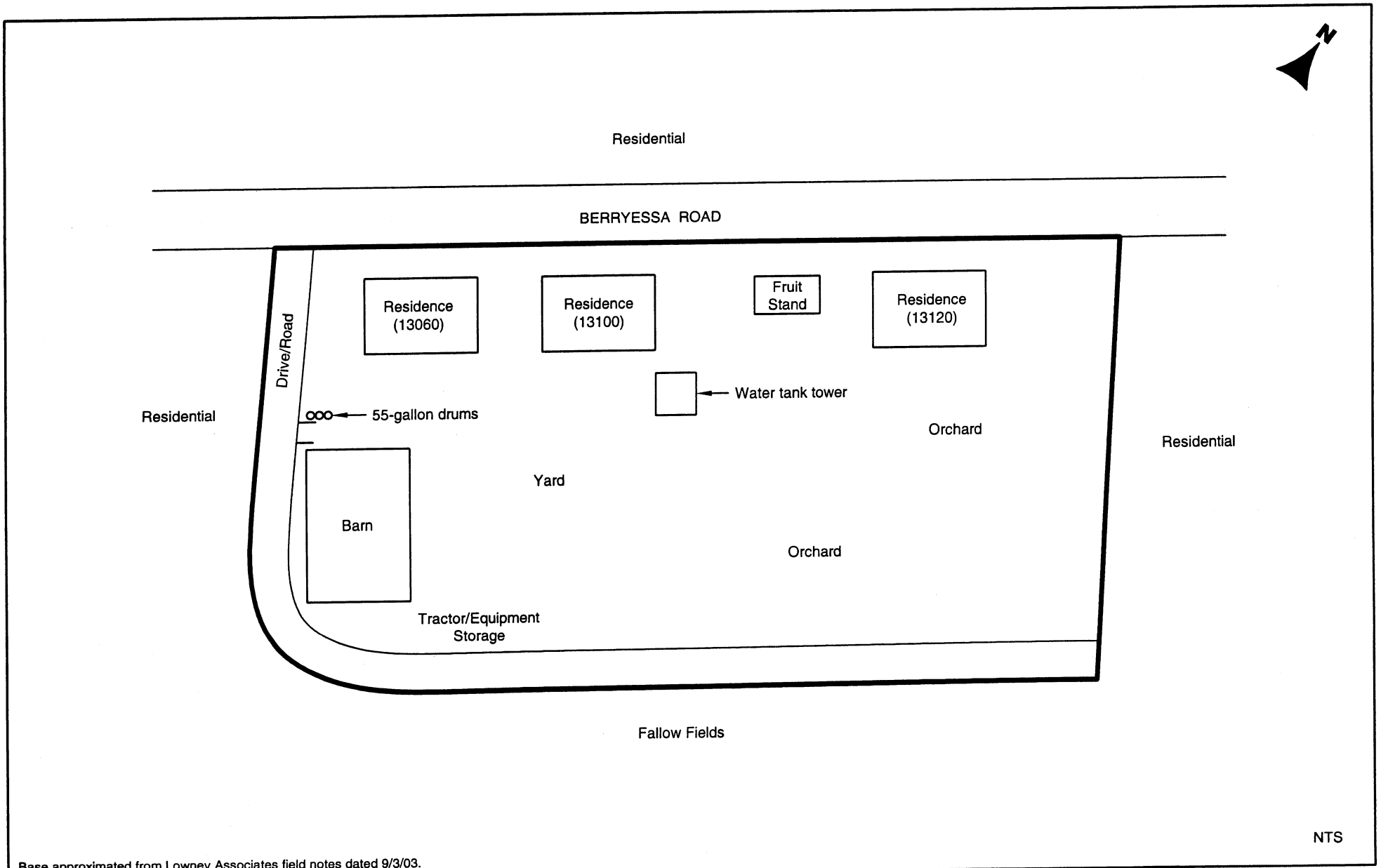
**SITE PLAN - DISTRICT 10, SITE 1**  
**HOUSING OPPORTUNITIES STUDY PHASE III SITES**  
 San Jose, California



**VICINITY MAP - DISTRICT 4, SITE 2 & 3**  
**HOUSING OPPORTUNITIES STUDY PHASE III SITES**  
 San Jose, California



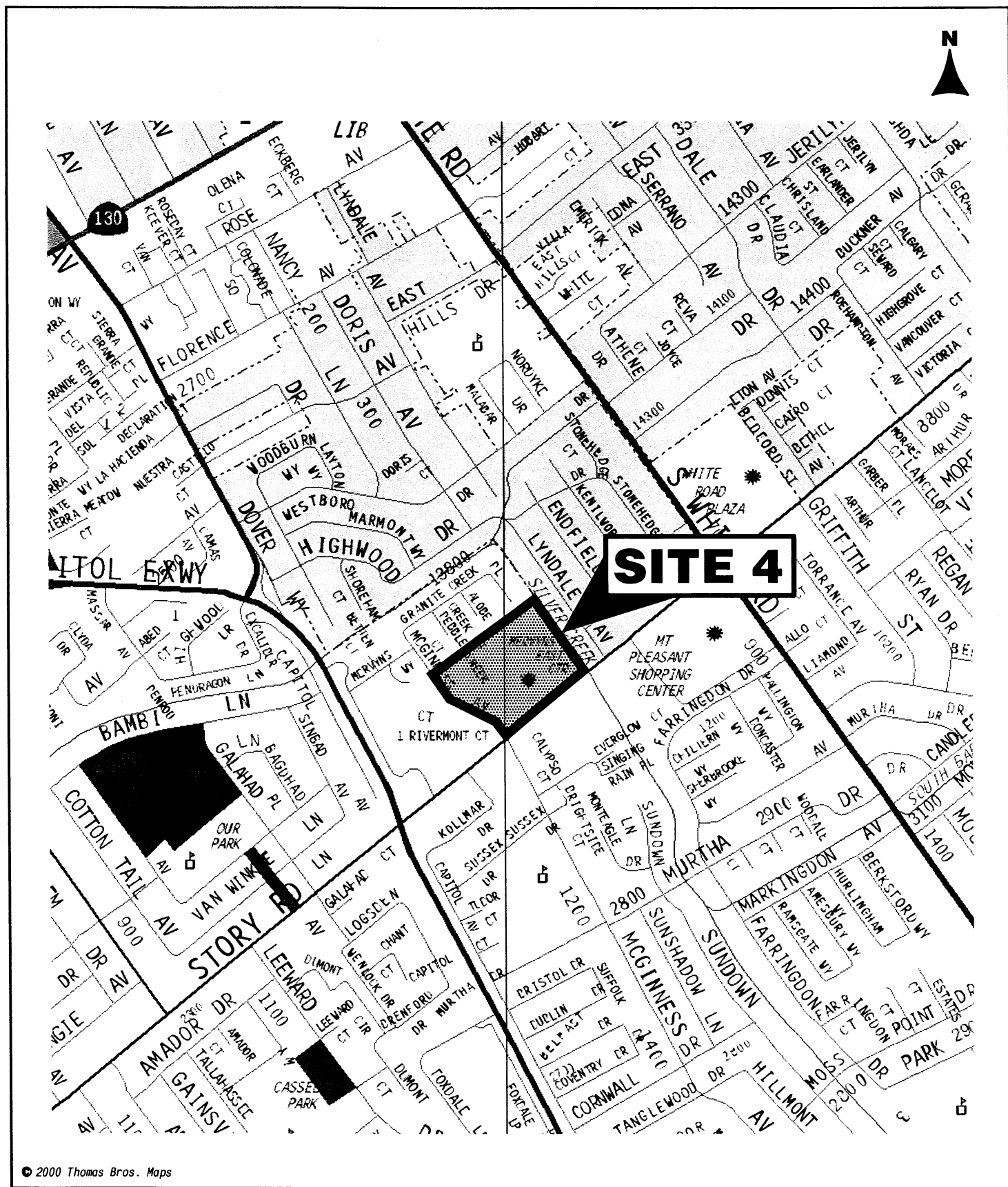
**SITE PLAN - DISTRICT 4, SITE 2**  
 HOUSING OPPORTUNITIES STUDY PHASE III SITES  
 San Jose, California



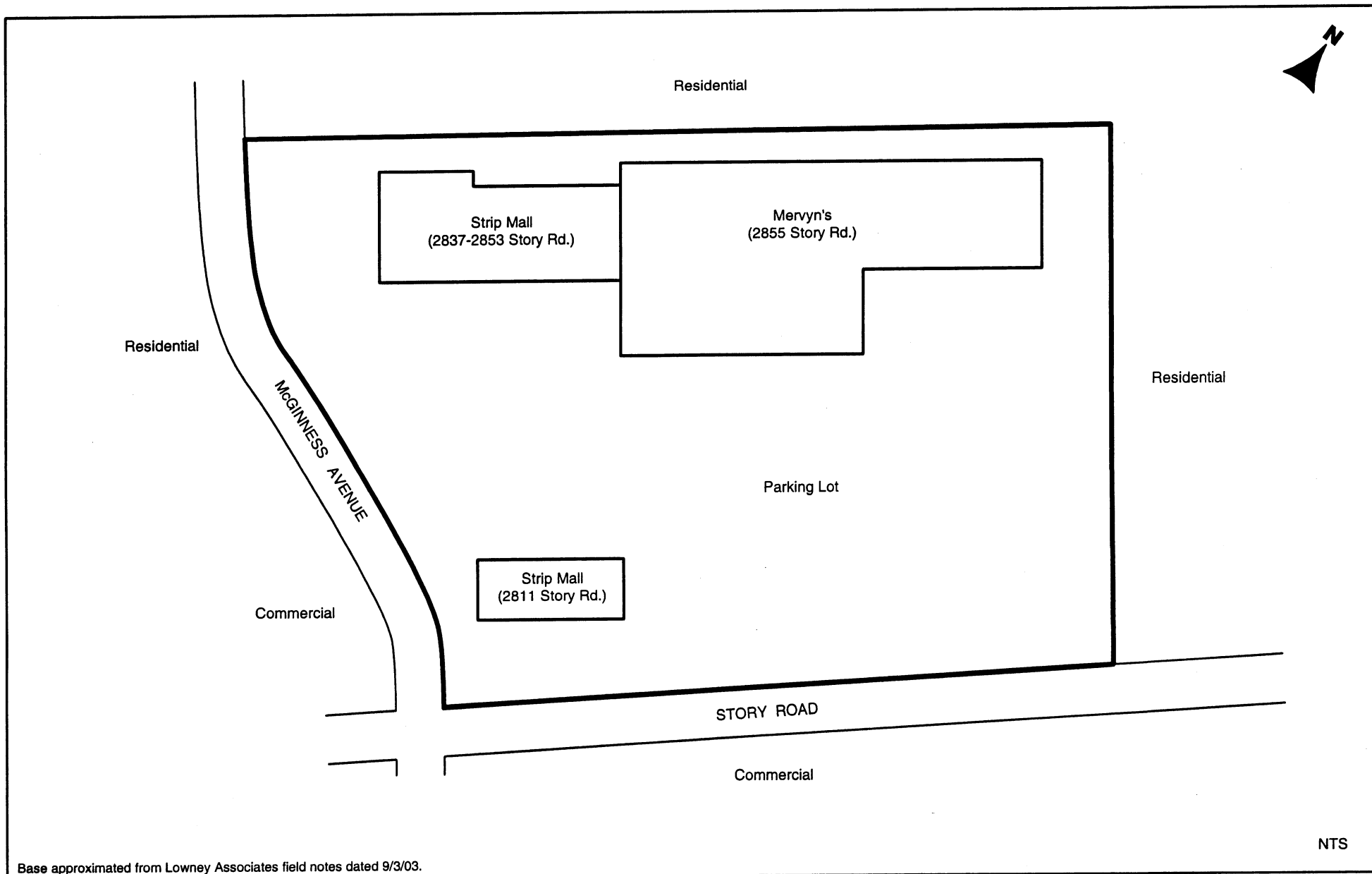
Base approximated from Lowney Associates field notes dated 9/3/03.

9/03\*EB

**SITE PLAN - DISTRICT 4, SITE 3**  
**HOUSING OPPORTUNITIES STUDY PHASE III SITES**  
 San Jose, California



**VICINITY MAP - DISTRICT 4, SITE 4**  
 HOUSING OPPORTUNITIES STUDY PHASE III SITES  
 San Jose, California



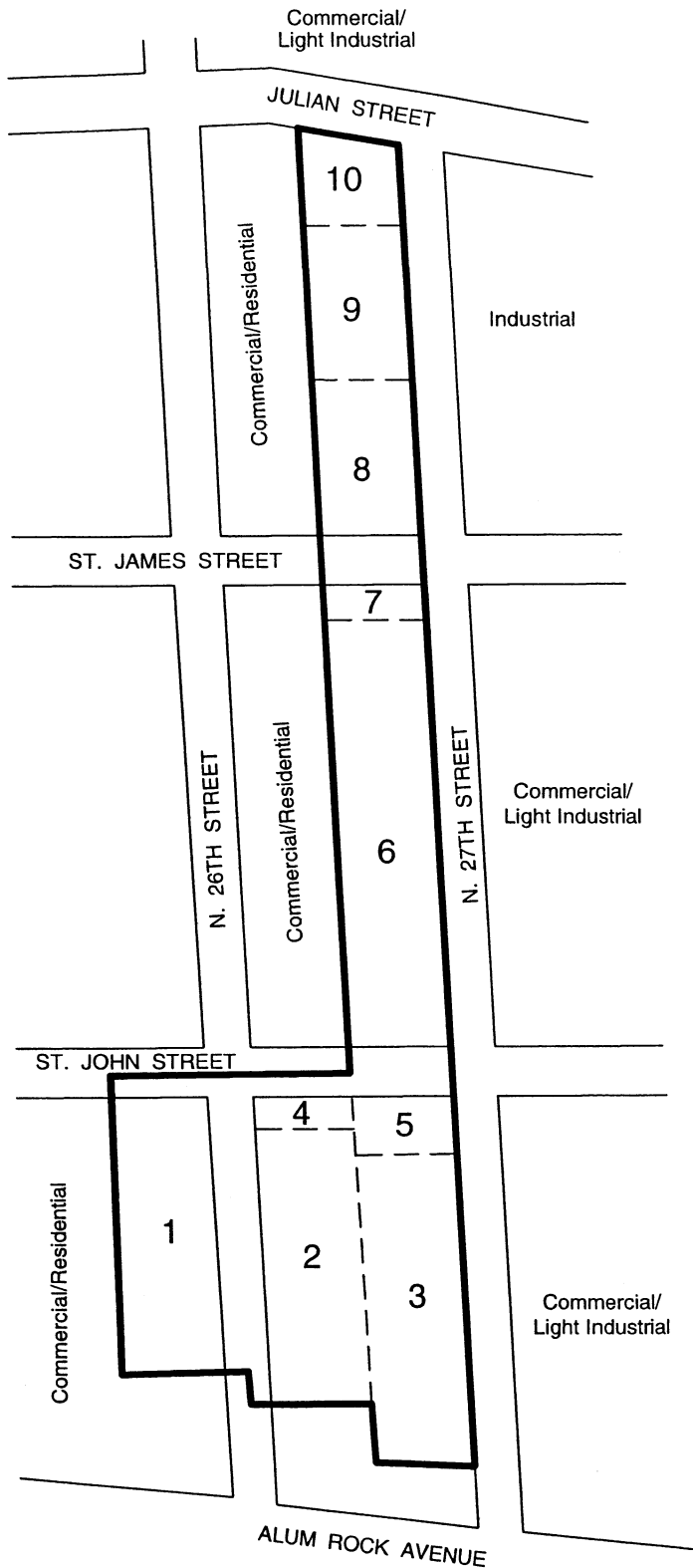
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**SITE PLAN - DISTRICT 4, SITE 4**  
 HOUSING OPPORTUNITIES STUDY PHASE III SITES  
 San Jose, California



# **LEGEND**

1. Residential  
(23-99 N. 26th St.)
2. Residential  
(26-94 N. 26th St.)
3. Commercial & Light Industrial  
(15-85 N. 27th St.)
4. Residence  
(98 St. John St.)
5. Commercial/Industrial  
(1298 St. John St.)
6. Commercial & Residential  
(105-131 N. 27th St.)
7. Residence  
(296 St. James St.)
8. Commercial/Light Industrial  
(203 N. 27th St.)
9. Commerical & Residenital  
(209-229 N. 27th St.)
10. Commercial/Light Industrial  
(1256 & 1272 Julian St.)

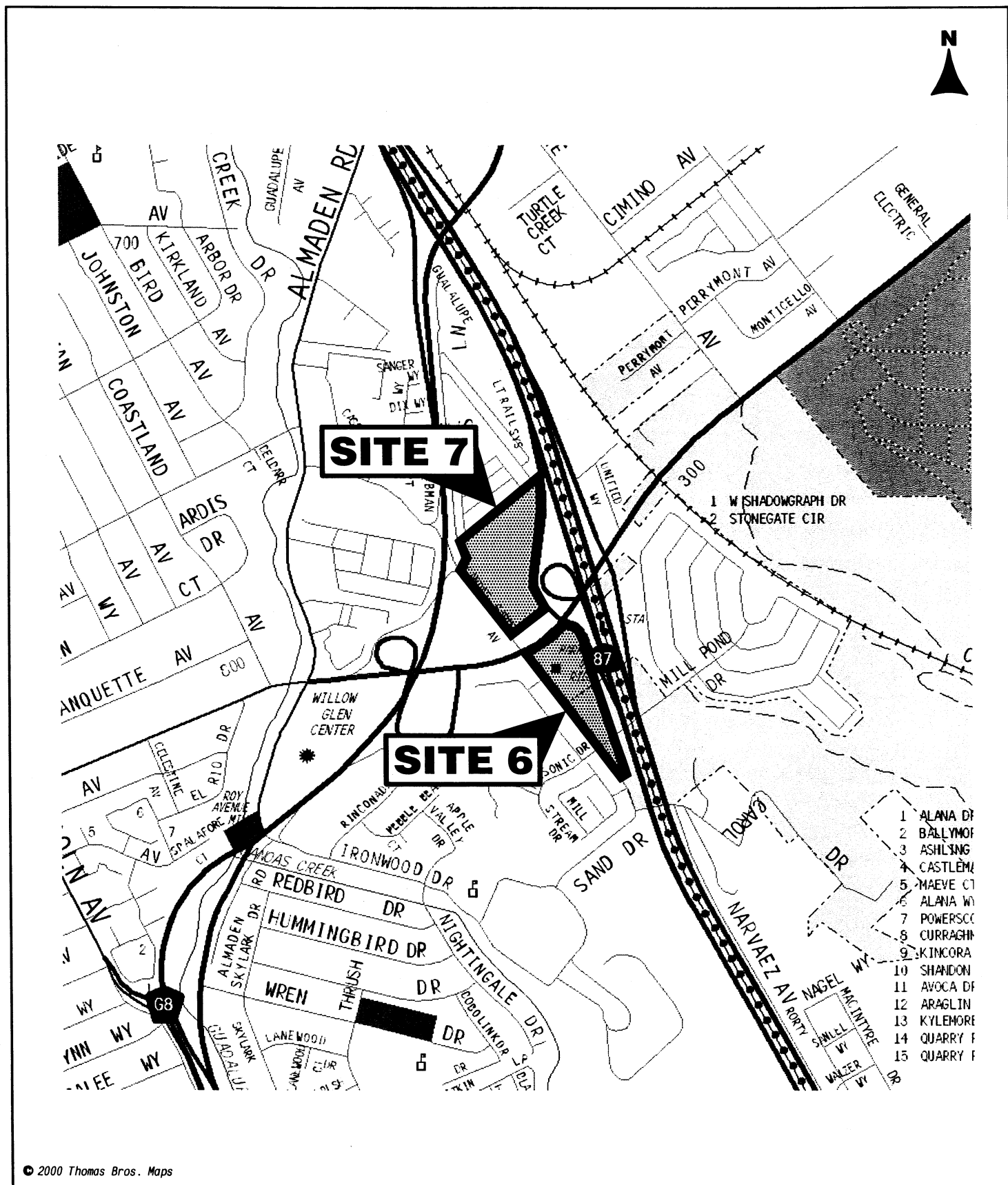


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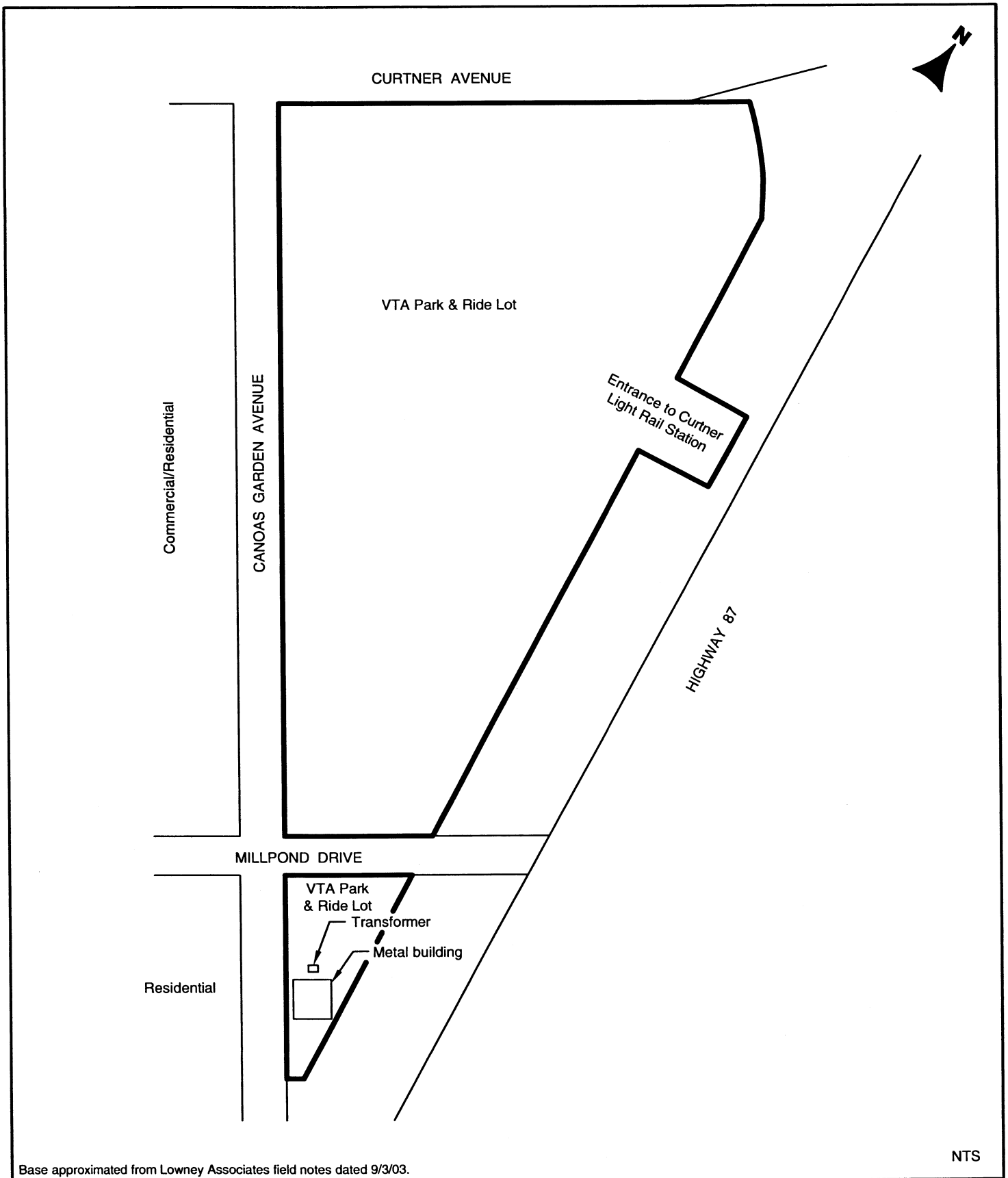
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## **SITE PLAN - DISTRICT 3, SITE 5** **HOUSING OPPORTUNITIES STUDY PHASE III SITES** San Jose, California



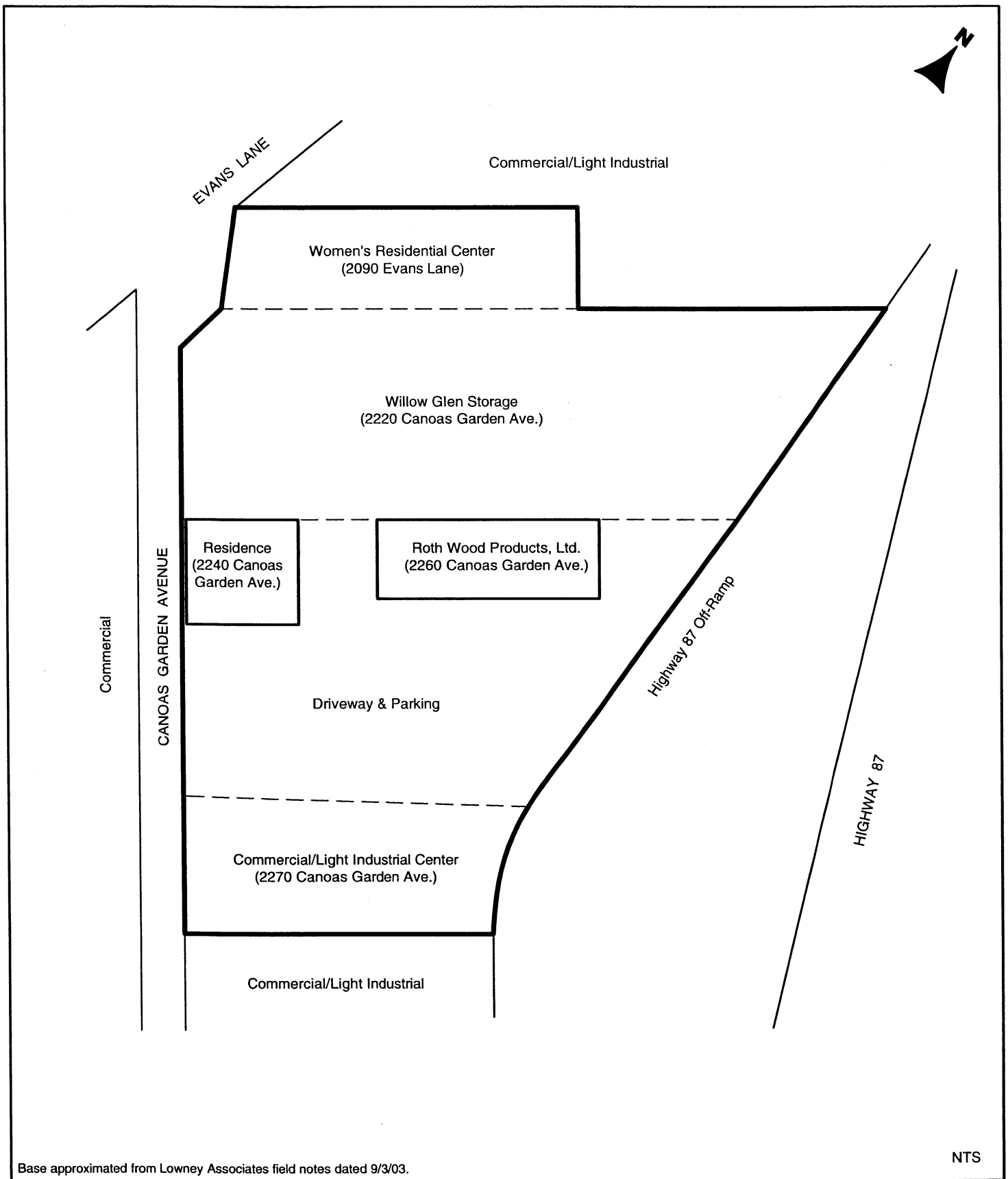


**VICINITY MAP - DISTRICT 6, SITE 6 & 7**  
**HOUSING OPPORTUNITIES STUDY PHASE III SITES**  
 San Jose, California

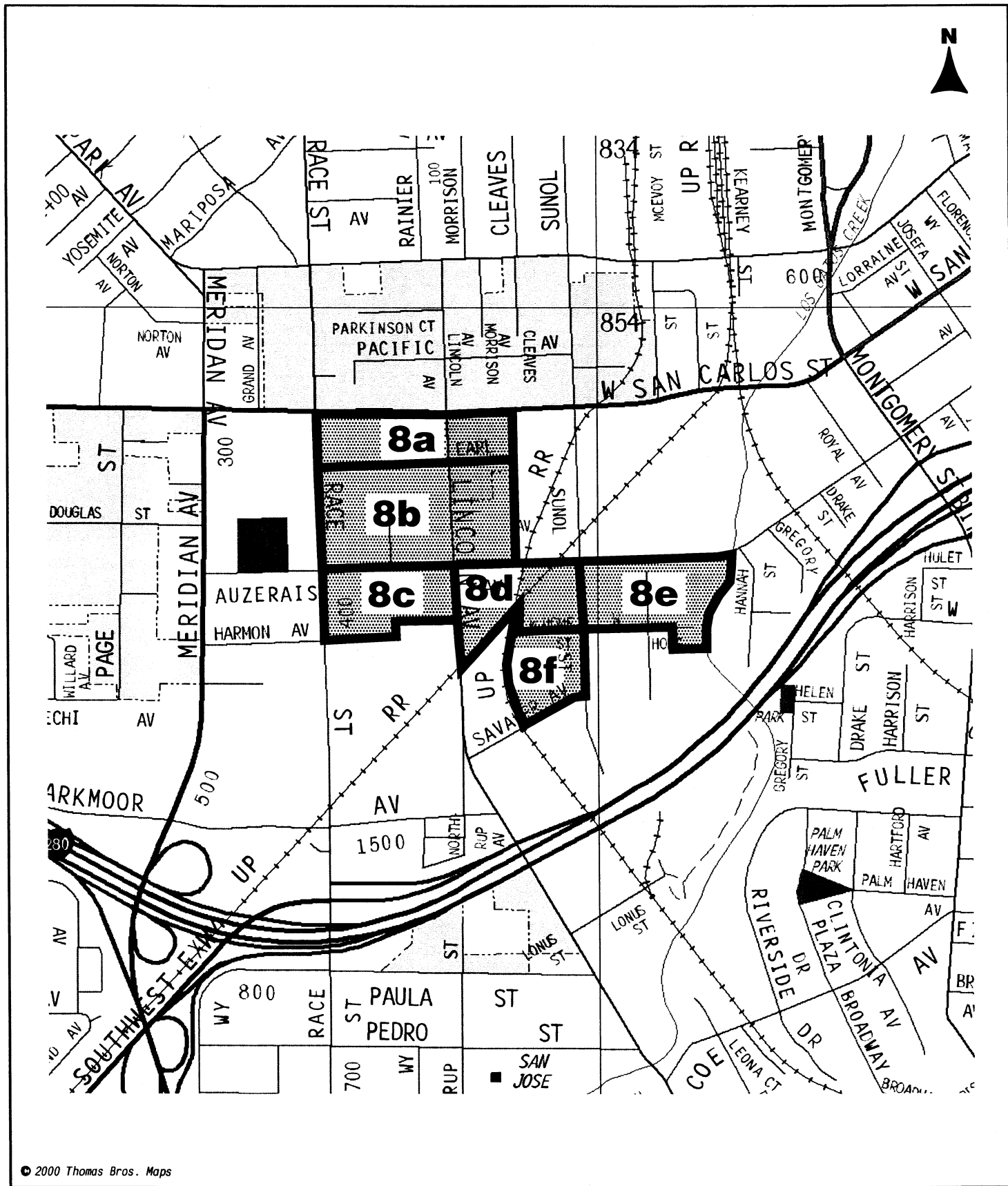


## SITE PLAN - DISTRICT 6, SITE 6

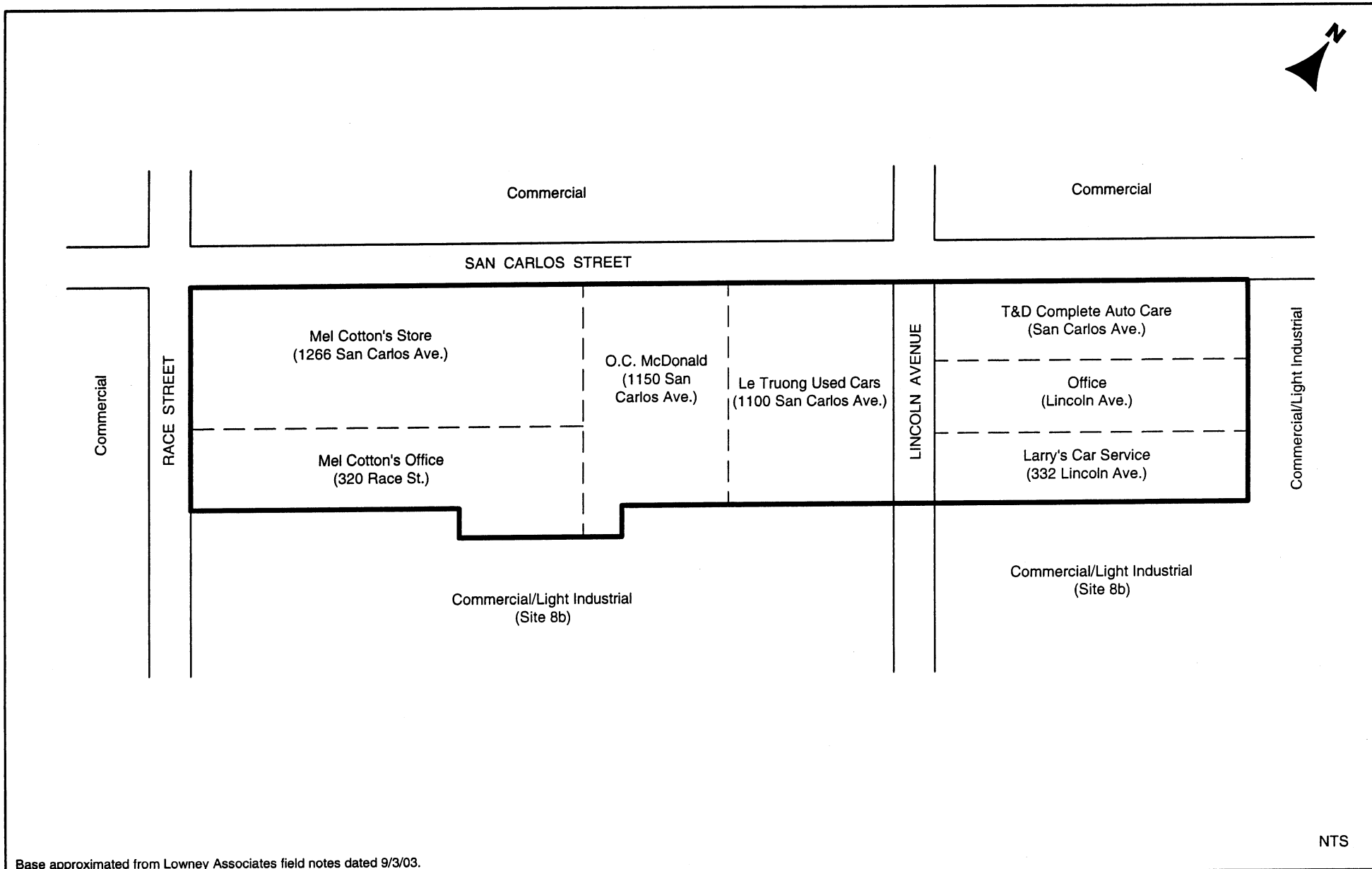
HOUSING OPPORTUNITIES STUDY PHASE III SITES  
San Jose, California



**SITE PLAN - DISTRICT 6, SITE 7**  
 HOUSING OPPORTUNITIES STUDY PHASE III SITES  
 San Jose, California



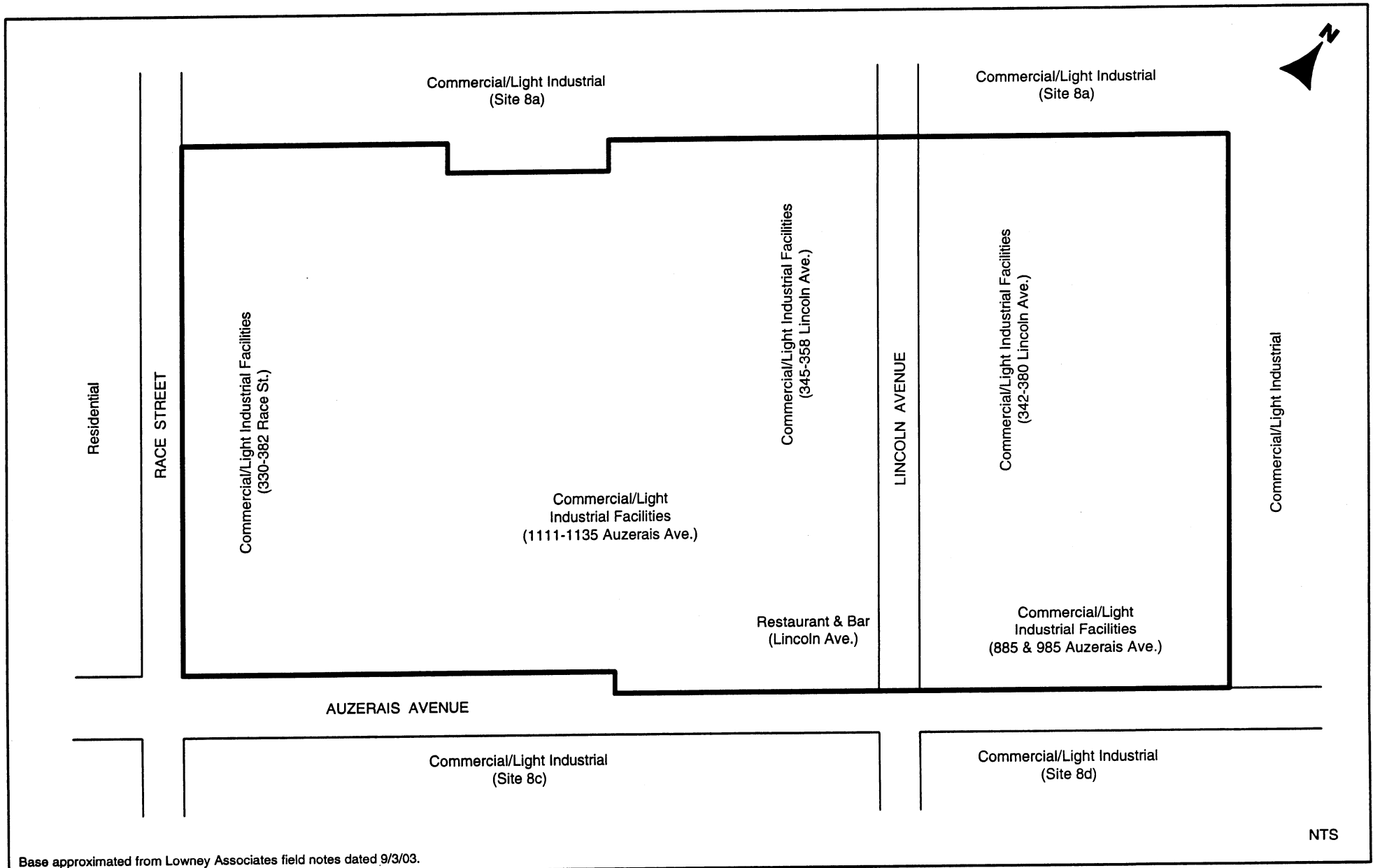
**VICINITY MAP - MDTOWN SITES, 8a TO 8f**  
**HOUSING OPPORTUNITIES STUDY PHASE III SITES**  
 San Jose, California



Base approximated from Lowney Associates field notes dated 9/3/03.

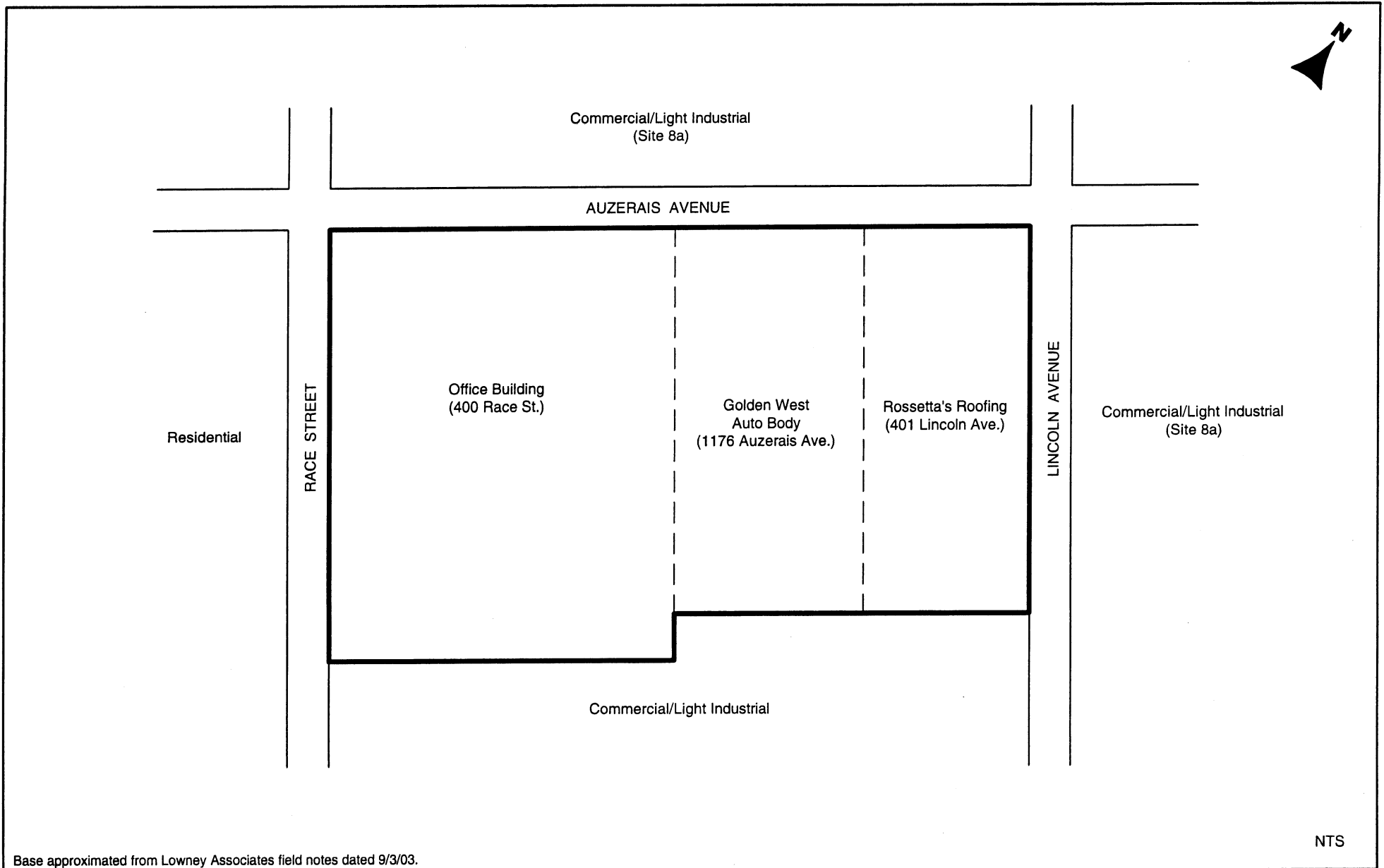
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**SITE PLAN - MIDTOWN SITES, SITE 8a**  
**HOUSING OPPORTUNITIES STUDY PHASE III SITES**  
 San Jose, California



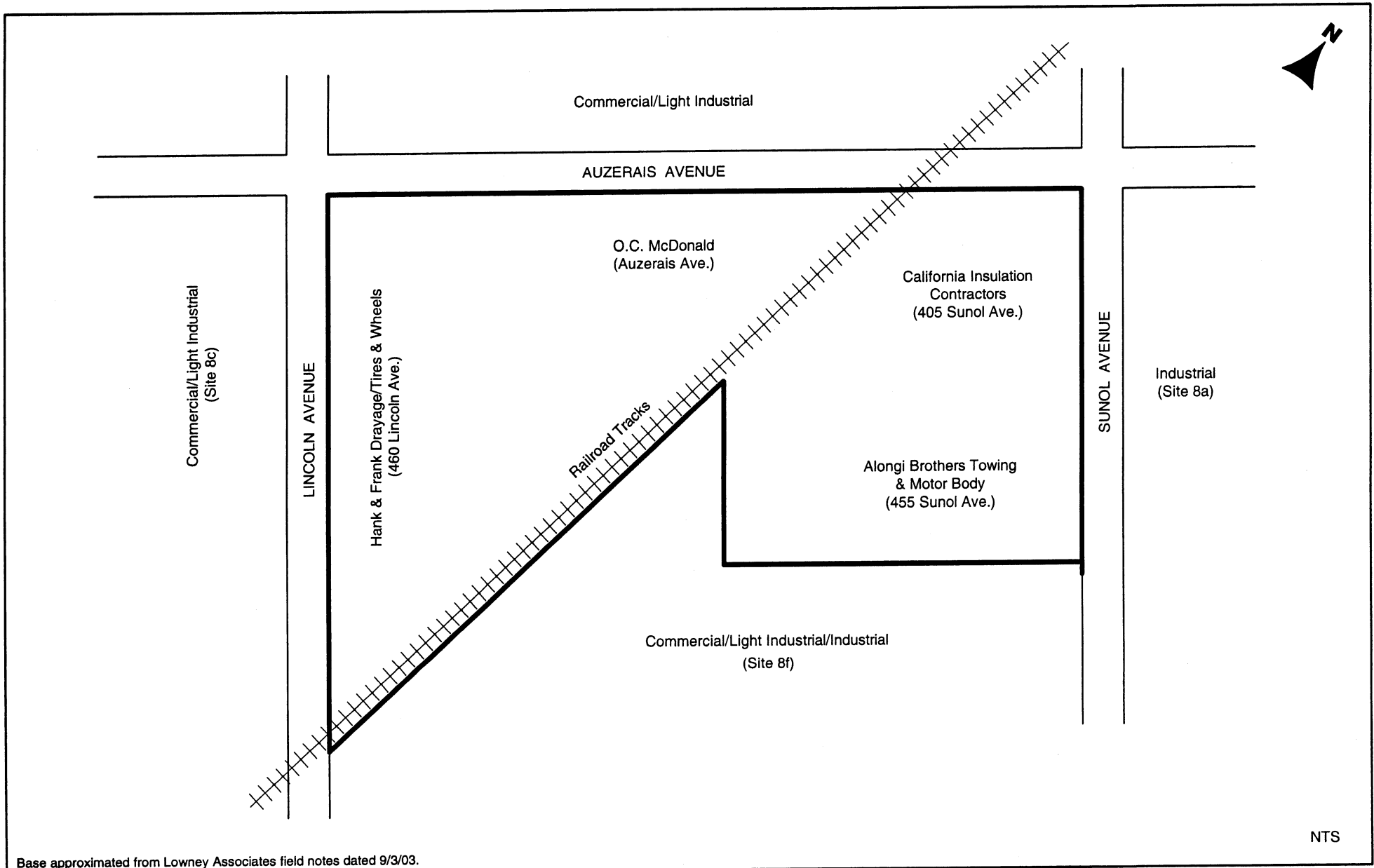
9/03\*EB

**SITE PLAN - MIDTOWN SITES, SITE 8b**  
 HOUSING OPPORTUNITIES STUDY PHASE III SITES  
 San Jose, California



9/03\*EB

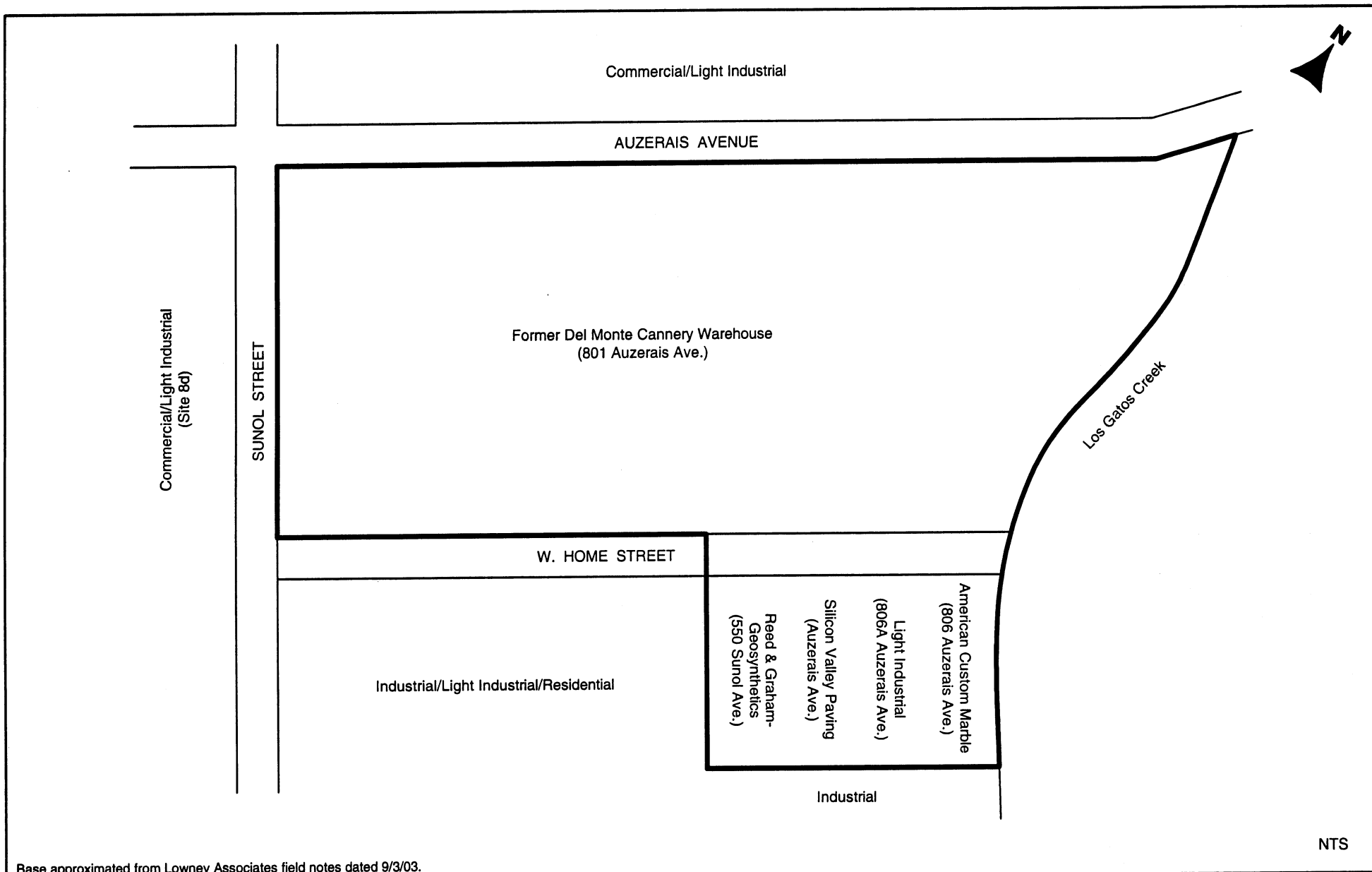
**SITE PLAN - MIDTOWN SITES, SITE 8c**  
 HOUSING OPPORTUNITIES STUDY PHASE III SITES  
 San Jose, California



9/03\*EB

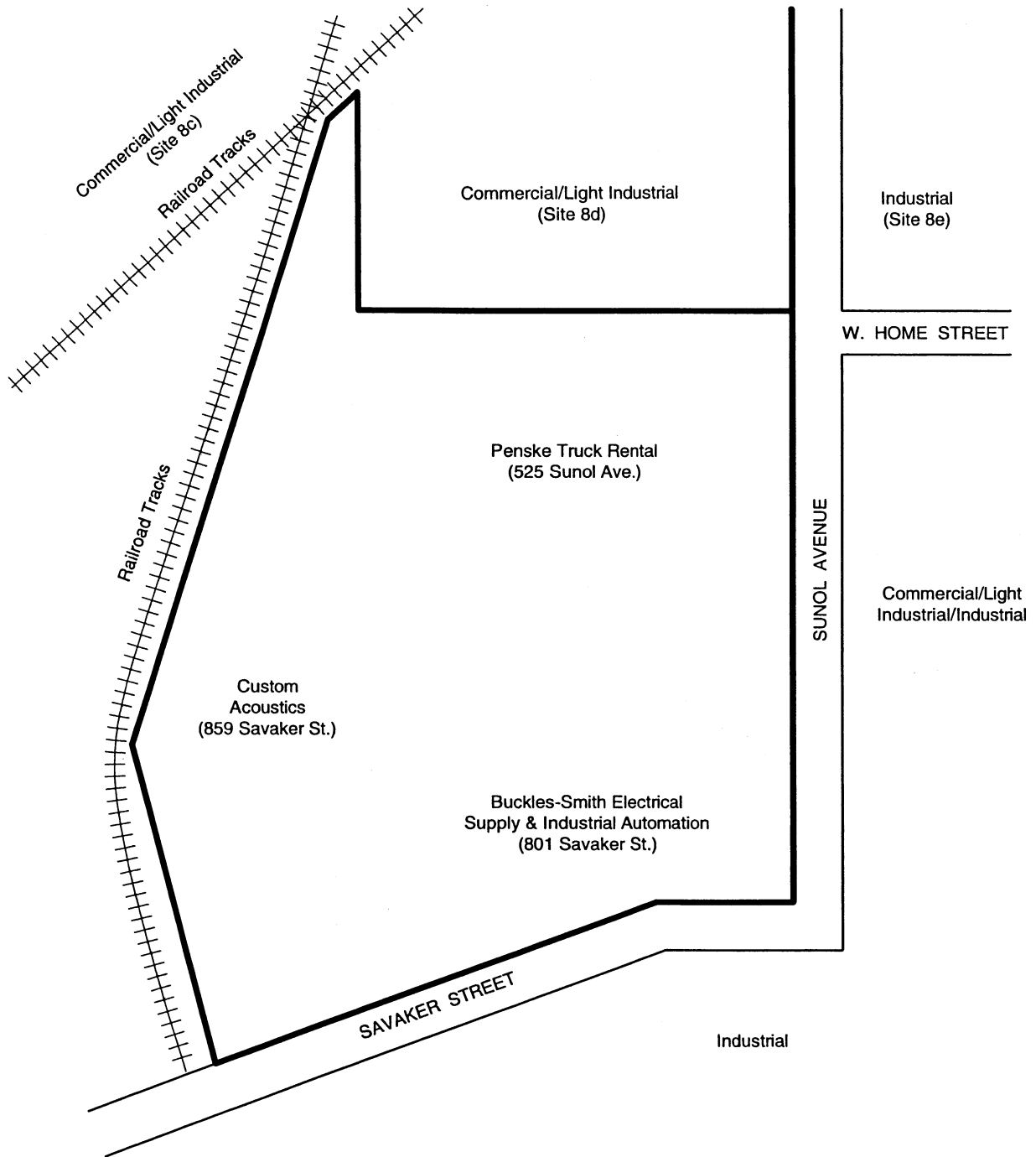
**SITE PLAN - MIDTOWN SITES, SITE 8d**  
 HOUSING OPPORTUNITIES STUDY PHASE III SITES  
 San Jose, California





9/03\*EB

**SITE PLAN - MIDTOWN SITES, SITE 8e**  
**HOUSING OPPORTUNITIES STUDY PHASE III SITES**  
 San Jose, California



Base approximated from Lowney Associates field notes dated 9/3/03.

NTS

**SITE PLAN - MIDTOWN SITES, SITE 8f**  
HOUSING OPPORTUNITIES STUDY PHASE III SITES  
San Jose, California

**APPENDIX A**  
**TERMS AND CONDITIONS**

## TERMS AND CONDITIONS OF AGREEMENT

### 1.0 AGREEMENT

1.1 Lowney's services are defined by and limited to (1) those services (the "Work") described in the attached proposal, which is incorporated by this reference, and (2) these Terms and Conditions of Agreement ("Terms and Conditions"). Together, the proposal and Terms and Conditions form our Agreement. This Agreement represents the parties' entire agreement and supersedes all prior negotiations, representations, or agreements, either written or oral. The Agreement can only be amended by a written instrument signed by both the Client and Lowney. Failure to immediately enforce any provision in this Agreement shall not constitute a waiver of the right to enforce that provision or any other provision.

### 2.0 MISCELLANEOUS CHARGES

2.1 Expenses and other similar project-related costs are billed at cost plus eighteen and one-half (18½) percent. Reproduction charges will be billed at twenty-five cents (\$0.25) per page plus the technical assistant's time billed at their hourly rate. Fixed fee services will be performed for the agreed fixed fee sum.

### 3.0 TERMS OF PAYMENT

3.1 The Client's obligation to pay for the Work is in no way dependent upon the Client's ability to obtain financing or dependent upon the Client's successful completion of the project. Payment for Work and expenses shall be due and payable upon receipt of Lowney's statement. To be recognized, any dispute over charges must be claimed in writing within thirty (30) days of the billing date. Disputes or questions about a statement shall not be cause for withholding payment for remaining portions due. Amounts unpaid thirty (30) days after the issue date of Lowney's statement shall be assessed a service charge of one (1) percent per month on balances outstanding to compensate Lowney for the cost and burden of administering the account and collecting fees owed. Should any legal proceeding be commenced between the parties to this Agreement seeking to enforce any of its provisions, including, but not limited to, fee provisions, the prevailing party in such a proceeding shall be entitled to, in addition to such other relief as may be granted, a reasonable sum for attorneys' fees and other costs. For purposes of this provision, "prevailing party" shall include a party which dismisses an action for recovery hereunder in exchange for payment of the sum allegedly due, performance of covenants allegedly breached, or consideration substantially equal to the relief sought in the action or proceeding. Lowney may at its option withhold delivery of reports and other data pending receipt of payment for all Work rendered and shall have no liability to the Client for delay or damage caused because of such withholding.

### 4.0 INSURANCE

4.1 Lowney, its officers, employees, and agents (hereafter referred to as Lowney) are protected by Worker's Compensation Insurance (and/or Employer's Liability Insurance), by Commercial General Liability Insurance for bodily injury and property damage, and by Professional Liability Insurance (including Contractor's Pollution Liability Insurance), and will furnish certificates thereof upon request. Client specifically agrees that Lowney will not be responsible for property damage from any cause, including fire and explosion, beyond the amounts actually paid by Lowney's insurance carriers under Lowney's available insurance.

### 5.0 LIMITATIONS

5.1 Client recognizes the inherent risks connected with construction activities, geotechnical investigations, environmental investigations, and assessments. Client also recognizes that actual conditions at the site may vary from those observed by Lowney when performing the Work. Client specifically acknowledges and agrees that the interpretations and recommendations of Lowney are based on information actually reviewed and conditions actually observed by Lowney. Lowney shall not be responsible for the validity or accuracy of data collected by others or interpretations made by others.

5.2 The Client agrees to defend and indemnify Lowney from any and all claims, damages, costs, and losses (included attorneys' fees and costs) arising out of or in any way related to the Work or the performance or non-performance of obligations under this Agreement except when the Claim arises from the sole negligence of Lowney or where the Claim arises from the willful, wanton, or reckless conduct of Lowney.

5.3 In performing its professional services, Lowney will strive to use that degree of care and skill ordinarily exercised, under similar circumstances, by members of its profession practicing in the same or similar locality and under the same standard of care. No warranty, expressed or implied, is made or intended by Lowney by the proposal for consulting services, the contract between Lowney and Client, or by furnishing oral or written reports of the findings made to the Client or any other person.

5.4 This paragraph limits Lowney's liability-READ IT CAREFULLY. The Client understands and acknowledges that the Work poses certain risks to both Lowney and the Client. Client further acknowledges and agrees that the amount of risk that Lowney accepts by this Agreement is commensurate with the amount of compensation received under this Agreement for the Work. Lowney's fee for the Work is based on and reflects Client's agreement to limit Lowney's liability as described below. Client specifically acknowledges and agrees that but for this promise to limit Lowney's liability, Lowney's fee would be significantly higher to accommodate Lowney for the risks posed by the Work and entering this Agreement. Client acknowledges its right to discuss this provision with legal counsel and negotiate with Lowney regarding this provision and the proposed fee. In reliance on the foregoing and in consideration for the fee proposed, Client specifically acknowledges and agrees that, to the fullest extent permitted by law, Lowney's total liability for any and all injuries, claims, liabilities, losses, costs, expenses, or damages whatsoever including, without limitation, attorneys' fees and legal costs (hereinafter "Claims") to Client and any third party arising out of or in any way related to the Work or this Agreement from any cause or causes including, but not limited to, Lowney's negligence, errors, omissions, or breach of contract or any duty, is limited to and shall not exceed \$50,000 or the amount of Lowney's fee, whichever is greater (Option 1) except when the Claim arises from the sole negligence of Lowney or where the Claim arises from the willful, wanton, or reckless conduct of Lowney. In consideration of an additional fee of four (4) percent of Lowney's total Work fee or \$400, whichever is greater, Lowney will raise the limitation of liability up to the amount actually paid by Lowney's insurance carriers for the Claims under Lowney's available insurance coverage (Limitation Increase) if and only if Client makes its written request for the Limitation Increase before the commencement of the Work and Client and Lowney each initial and date this paragraph 5.4 below (Option 2) except when the Claim arises from the sole negligence of Lowney or where the Claim arises from the willful, wanton, or reckless conduct of Lowney.

LIMITATION INCREASE: AGREED THAT LIMITATION OF LIABILITY INCREASED TO ACTUAL AMOUNT OF PROCEEDS PAID BY LOWNEY'S INSURANCE CARRIERS IN EXCHANGE FOR ADDITIONAL FEE OF FOUR (4) PERCENT OF TOTAL SERVICE CHARGE OR \$400, WHICHEVER IS GREATER.

Client Initial

Date

Lowney Initial

Date

5.5 Client agrees on its behalf and on behalf of Client's officers, directors, partners, principals, agents, employees, successors, representatives, and assignees (collectively referred to as "Client Group") that in no event shall any action or proceeding be brought against Lowney by Client or Client Group for any claim or cause of action arising from or in any way related to the Work or this agreement unless such action or proceeding is commenced within three (3) years from the Date of Completion of Work provided by Lowney under this Agreement. Client and Client Group agree and acknowledge that the limitations period set forth herein supersedes, replaces, and supplants any and all limitation periods which would otherwise apply including, but not limited to, those appearing in the California Code of Civil Procedure. The Date of Completion shall be the date of the final invoice for the Work performed under this Agreement.

5.6 If Client requests that Lowney's work product be relied upon by a third party, including, but not limited to, a lender, Client specifically agrees to provide the third party with a copy of these terms and conditions and Client agrees to limit Lowney's total liability to Client and any third party as described in paragraph 5.4 above, and Client agrees to defend and indemnify Lowney from any and all third party claims, damages, costs, and losses arising out of or in any way related to the Work or the performance or non-performance of obligations under this Agreement except when the Claim arises from the sole negligence of Lowney or where the Claim arises from the willful, wanton, or reckless conduct of Lowney. Any third party which accepts Lowney's work product does so under the strict understanding that the third party is bound by all provisions in these Terms and Conditions including, but not limited to, the provisions of paragraphs 5.4 and 5.5, above, and this paragraph 5.6. Every report, recommendation, finding, or conclusion issued by Lowney shall be subject to the limitations stated therein.

## **6.0 SCOPE AND EXECUTION OF SERVICES**

- 6.1 Lowney will serve the Client by providing professional counsel and technical advice based on information furnished by the Client. The Client will make available to Lowney all known information regarding existing and proposed conditions of the site, including the location of all underground utilities and installations, and will immediately transmit any new information that becomes available or any change in plans. When hazardous materials are known, assumed or suspected to exist at a site, Lowney may be required by law to take appropriate precautions to protect the health and safety of its personnel. Client hereby warrants that if it knows or has any reason to assume or suspect that hazardous materials may exist at the project site, Client will immediately inform Lowney and warrants that Client has done its best to inform Lowney of the known or suspected hazardous materials' type, quantity, and location. Client and Lowney agree that Lowney shall not be responsible for any claims, damages, costs, or losses arising from or in any way related to conditions not actually encountered during the course of Lowney's work and Lowney shall not have any liability or responsibility for losses resulting from inaccurate or incomplete information supplied by Client, and Client agrees to defend and indemnify Lowney against claims, damages, costs, or losses arising there from. Lowney shall not be liable for failing to discover any condition the discovery of which would reasonably require the performance of services not authorized by Client.
- 6.2 Lowney will diligently proceed with its services and will submit its report in a timely manner, but it is expressly agreed and understood by Client that Lowney shall not be held responsible for delays occasioned by factors beyond its control, nor by factors which could not reasonably have been foreseen at the time of the execution of the Agreement between the parties. Lowney will not be responsible for any damages, consequential or otherwise, caused by delays in the completion of the Work. Lowney makes no warranties regarding time of completion of the Work. In the event that the Work is interrupted or delayed due to causes beyond Lowney's control (including, but not limited to, acts of God, war, riot, insurrection, inclement weather, fire acts of third parties or governmental bodies, or matters within the control of Client), Lowney shall be paid compensation for labor, equipment, and other costs Lowney incurs in order to perform the Work for the Client's benefit during the interruption or delay.
- 6.3 The individual or individuals who contract with Lowney on behalf of the Client warrant that they are duly authorized agents of the Client and are empowered to so contract.
- 6.4 Unless otherwise agreed in writing, the Client shall be entitled to two copies of each report prepared by Lowney.
- 6.5 In the event that Lowney submits a proposal including these Terms and Conditions of Agreement, to provide professional services and the Client authorizes the Work by means of a purchase order or other writing ("Confirmation"), it is expressly agreed that these Terms and Conditions shall apply, and any terms, condition, or provisions appearing in the Confirmation are void and inapplicable except to the extent the Confirmation authorizes the Work and binds Client to this Agreement.

## **7.0 SITE SAFETY**

- 7.1 Lowney shall not be responsible for construction means, methods, techniques, sequences, or procedures, or for safety precautions and programs in connection with the job or the work of any contractor, subcontractor, or their agents or employees, or any other person performing work or services on the job or at the site.

## **8.0 TERMINATION**

- 8.1 Either party may terminate this Agreement by giving the other party seven (7) days' written notice. Notice shall be effective as of the date of deposit in the U.S. Mail of the written notice, properly addressed to the person to be notified. In the event that the Client requests termination of the services prior to completion of Work, Lowney reserves the right to complete such analyses and records as may be necessary to place its files in order and, where considered necessary to protect its professional reputation, to complete a report on the services performed to date. A termination charge of 10 percent of the total contract amount in addition to all costs incurred to the date of Work stoppage may be made at the discretion of Lowney.

## **9.0 OWNERSHIP OF DOCUMENTS**

- 9.1 All reports, boring logs, field data, field notes, laboratory test data, calculations, estimates, and other documents prepared by Lowney, as instruments of Work, shall remain the property of Lowney. Client agrees that all reports and other services furnished to the Client or its agents, which are not paid for, will be immediately returned upon demand and will not be used by the Client for any purpose whatever. Client warrants that Lowney, in order to perform its Work under this Agreement, has the unrestricted license and right to use any information provided to Lowney by the Client or others.

## **10.0 RIGHT OF ENTRY**

- 10.1 The Client will provide for right of entry of Lowney personnel and all necessary equipment, in order to complete the Work. While Lowney will take all reasonable precautions to minimize any damage to the property including underground utilities, it is acknowledged and agreed by Client that in the normal course of the Work some damage may occur, the correction of which is not part of this Agreement. Accordingly, Client shall waive any claim against Lowney and agree to defend and indemnify Lowney from any claims arising from entering or working on the site which is the subject of the Work.

## **11.0 MONITORING OF CONSTRUCTION**

- 11.1 The Client hereby acknowledges and understands that unanticipated or changed conditions may be encountered during construction. Further, there is a substantial risk to both the Client and to Lowney if Lowney is not engaged to provide complete services, including but not limited to, construction observation services. Such risks include the increased likelihood of misinterpretation of Lowney's findings and conclusions, and error in implementing recommendations by Lowney. Therefore, if the Client fails to retain Lowney to provide complete services, the Client agrees to defend and indemnify Lowney against any and all claims, damages, costs, and losses arising out of or in any way related to the Work or arising out of implementing or interpreting Lowney's work product except when the Claim arises from the sole negligence of Lowney or where the Claim arises from the willful, wanton, or reckless conduct of Lowney.

## **12.0 DISCOVERY OF UNANTICIPATED HAZARDOUS MATERIALS**

- 12.1 Hazardous materials or other toxic substances may exist at a site where there is no reason known to Client to believe they could or should be present. Lowney and Client agree that the discovery of unanticipated potentially hazardous materials constitutes a changed condition mandating a renegotiation of the scope of Work or termination of Work. Lowney and Client also agree that the discovery of unanticipated potentially hazardous materials may make it necessary for Lowney to take immediate measures to protect public health, safety, and the environment. Lowney agrees to notify Client as soon as practically possible should unanticipated hazardous materials be encountered. Client encourages Lowney to take any or all measures that in Lowney's professional opinion are justified to preserve and protect the health and safety of Lowney's personnel, the public, and the environment, and Client agrees to compensate Lowney for the cost of such services. Further, the Client agrees to defend and indemnify Lowney from any and all claims, damages, costs, and losses arising out of or in any way related to subsurface sampling, including, but not limited to, claims, damages, costs, and losses arising from cross-contamination except when the Claim arises from the sole negligence of Lowney or where the Claim arises from the willful, wanton, or reckless conduct of Lowney.

## **13.0 CONTAMINATION OF A WATER-BEARING ZONE**

- 13.1 Subsurface sampling may result in unavoidable contamination of certain subsurface areas, as when a probe or boring is advanced or drilled through a contaminated area, into a clean soil or a water-bearing zone. Because of the risks posed by such Work, and because subsurface sampling is often a necessary part of Lowney's Work, the Client hereby agrees to waive all claims against Lowney that in any way arise out of subsurface sampling, including claims relating to cross-contamination.

## **14.0 DISPOSAL OF SAMPLES AND DRILL CUTTINGS**

- 14.1 Lowney shall hold samples collected during the performance of its Work no longer than 45 calendar days after issuance of any document that includes data obtained from them unless Client advises in writing otherwise; drill cuttings will be left on-site. In the event that soil, rock, water, or drill cuttings, and/or other samples or material are contaminated or are suspected to contain hazardous materials or other toxic substances hazardous or detrimental to public health, safety, or the environment as defined by federal, state, or local statutes, regulations, or ordinances, Lowney will, after completion of testing, notify the Client of same in order for the Client to arrange for the disposal of samples and materials. The Client recognizes and agrees that Lowney at no time assumes title to said samples and/or materials. The Client, not Lowney, remains ultimately responsible for selecting the disposal or treatment facility to which such samples and/or materials are to be delivered. The Client agrees to pay all

costs associated with any storage, transport, and disposal of samples and materials, and to defend and indemnify Lowney from any and all claims arising out of or in any way related to the storage, transport, and disposal of asbestos, hazardous or toxic substances, or pollutants, including but not limited to, any samples and/or materials.

**15.0 PREVAILING WAGE OBLIGATIONS**

**15.1** Client shall notify Lowney in writing if the Work subject to this Agreement constitutes a "public work" under any and all federal, state, and/or local prevailing wage laws, and/or living wage laws and/or ordinances, including, but not limited to, the Davis-Bacon Act and the provisions of California Labor Code §§ 1720, *et seq.* In addition, Client shall notify Lowney if Lowney is obligated by statute, any public contracting authority, and/or a developer to pay prevailing wages and benefits and/or any other predetermined wages or benefits (collectively, "prevailing wage obligations"). In the event that Lowney must adhere to federal, state, and/or local prevailing wage obligations for Work performed, Client shall provide Lowney with any and all prevailing wage determinations applicable to the Work to be performed by Lowney. Client understands and agrees that Lowney's fee for Work performed under this Agreement will be calculated, in part, on the basis of representations by Client regarding the existence and amount of any and all prevailing wage obligations and that, if such obligations exist, Lowney's fee might be different. Client further understands and agrees that Lowney will rely on the representations made by Client with regard to prevailing wage obligations and Client agrees to indemnify Lowney against any and all claims, liabilities, suits, demands, losses, costs, and expenses, including, but not limited to, reasonable attorneys' fees and all legal expenses and fees, arising from Lowney's reliance upon Client's representations regarding prevailing wage obligations. Client agrees that in the event of any such claims, suits, and/or demands, Lowney shall have the right to select counsel of its choosing.

**16.0 CERTIFICATE OF MERIT**

**16.1** The client shall make no claim for professional negligence unless the Client has first provided Lowney with a written certification executed under penalty of perjury by an independent consultant currently practicing in the same discipline and geographic area as Lowney and licensed as a professional engineer or registered geologist in the State of California. This certification shall: a) contain the name and license number of the certifier; b) specify with particularity the acts or omissions that the certifier contends are not in conformance with the standard of care for a consultant performing professional services under similar circumstances; c) state the time spent by certifier in rendering this opinion; and d) state in detail the basis for the certifier's opinion that such acts or omissions do not conform to the standard of care including references to literature, treatises or textbooks to support the certifier's conclusions. This certificate shall be provided to Lowney no less than thirty (30) calendar days prior to the presentation of any claim or the institution of any mediation, arbitration or judicial proceeding. At least fifteen (15) days before providing the certificate to Lowney, Client shall ensure that the proposed certifier notify Lowney in writing of the certifier's intended certification and the content thereof, and Client shall arrange for Lowney to discuss the matter with the certifier in an attempt to correct any misinformation in the intended certification and/or to resolve the matter. If Client fails to comply with the Certificate Of Merit process contained in this section 16, then (1) Client waives and foregoes any claim or entitlement to recovery of attorneys' fees and litigation costs otherwise recoverable under this contract, and (2) Client is estopped and precluded from pursuing any method of mediation, arbitration and litigation against Lowney until such time as Client does comply herewith (the "Claim Preclusion"). In agreeing to the Claim Preclusion, Client agrees that compliance with the Certificate Of Merit process is jurisdictional.

**17.0 MISCELLANEOUS PROVISIONS**

**17.1** The term "indemnify" shall mean indemnify, defend, and hold harmless from and against any and all claims, liabilities, suits, demands, losses, costs, and expenses, including, but not limited to, reasonable attorneys' fees and all legal expenses and fees incurred on appeal, and all interest thereon ("claims"), accruing or resulting to any and all persons, firms, or any other legal entities, on account of any damages or losses to property or persons, including death, or economic losses, arising out of the item, matter, action, or inaction specified in the specific provision.

**17.2** This Agreement shall be governed by California law. The venue for any legal action brought pursuant to this Agreement shall be located within the County of Santa Clara, State of California.

**17.3** Nothing contained in this Agreement shall create a contractual relationship with or cause of action in favor of a third party against either the Client or Lowney.

**17.4** The Client and Lowney, respectively, bind themselves, their partners, successors, assigns, and legal representatives to the other party to this Agreement and to the partners, successors, assigns, and legal representatives of such other party with respect to all covenants of this Agreement. Client shall not assign this Agreement or any right or cause of action hereunder without the written consent of Lowney.

**17.5** Unless specified otherwise by Lowney, this quotation shall not remain in effect after thirty (30) days of the proposal date.

**17.6** Lowney maintains a General Engineering A license (No. 682286) and Hazardous Substances Removal and Remedial Actions Certification with the State of California, which are regulated by the Contractors State License Board. Any questions concerning a contractor may be referred to the Registrar, Contractors State License Board, P.O. Box 26000, Sacramento, California 95826.

**17.7** Client agrees that Lowney may use and publish Client's name and a general description of Lowney's services with respect to the project in describing Lowney's experience and qualification to other clients or prospective clients.

**17.8** This Agreement shall not create any rights or benefits to parties other than Client or Lowney. No third-party shall have the right to rely on Lowney's opinions rendered in connection with Lowney's services without Lowney's written consent and the third-party's agreement to be bound to the same terms and conditions as Client.

**17.9** Client acknowledges and agrees that it has received and reviewed these Terms and Conditions and that any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not apply to the interpretation of this Agreement.

## **APPENDIX B**

### **REGULATORY AGENCY DATABASE REPORTS**

The following regulatory agency database reports were obtained and reviewed to help establish whether contamination incidents have been reported within the site vicinity. A list of the database sources reviewed, a detailed description of the sources, and a radius map indicating the location of the reported facilities relative to the project site are included in the report. Due to their size, only key portions of each report are attached.

The information presented is obtained from a variety of public databases and other sources. No warranty or representation is made regarding the accuracy or completeness of the presented data. In some cases, a listed facility cannot be mapped with confidence, but instead may be located only by city or zip code. These unmappable sites are referred to as "orphan" sites and may not be mapped in the database report.

## *Appendix B*

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# **City of San Jose 2003 Housing Opportunities Study Phase III**

General Plan Amendment Sites

## **Draft Traffic Analysis Report**

*Prepared for:*

David J. Powers & Associates, Inc.

*Prepared by:*

Hexagon Transportation Consultants, Inc.

May 2004

# Summary

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The purpose of this Housing Opportunities General Plan Amendment (GPA) study is to evaluate the long-term traffic impacts of a series of proposed changes in General Plan land use designation for twelve sites located in the City of San Jose. The land use amendments are proposed in support of the 2003 Housing Opportunities Study (HOS) Phase III, which is the third phase in an ongoing effort by the City of San Jose to identify locations within the City that can reasonably accommodate additional housing. The land use changes are intended to reinforce City policies regarding efficient use of land along designated Transit-Oriented Development Corridors. The locations of the twelve GPA sites are shown on Figure 1.

## HOS III General Plan Amendment Site Descriptions

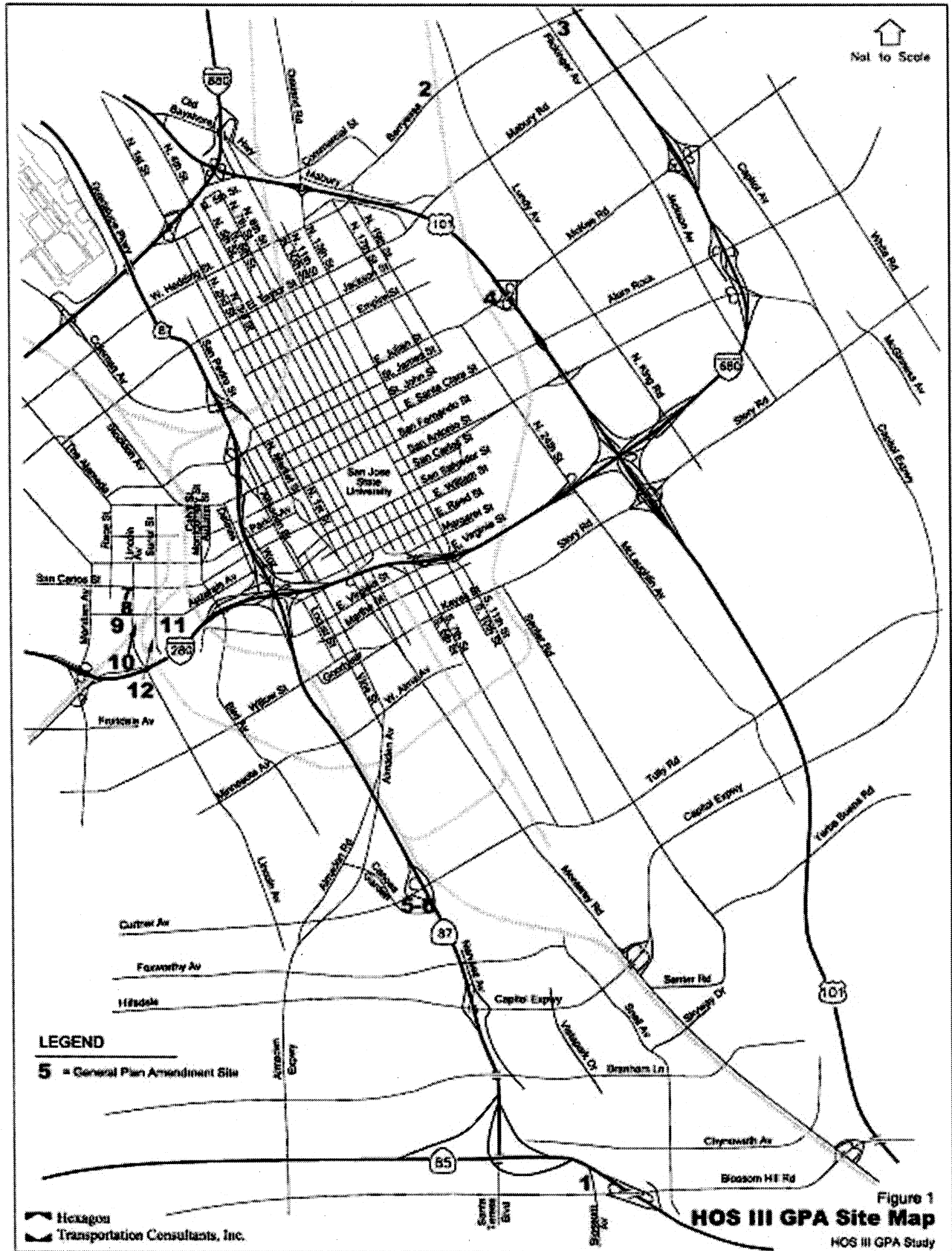
Below are descriptions of the proposed land use changes associated with all twelve 2003 HOS III General Plan Amendments.

**GPA Site 1** – GP03-10-02 – is a 14.4-acre site located on the northwest corner of Blossom Hill Road and Blossom Avenue. The site is currently a Park and Ride lot and is situated within 95 feet of an existing LRT station. The current adopted General Plan designation is for *Medium Density Residential (8-16 DU/Acre)*. The proposed GPA involves changing the City's General Plan Land Use Designation to *Medium High Density Residential (12-25 DU/Acre)* on approximately one-half of the site. The proposed change in land use designation would produce a net change of 103 additional households and no change in the number of jobs relative to the current adopted General Plan land use designation. This GPA site is exempt from an individual long-range impact analysis.

**GPA Site 2** – GP03-04-08 – is a 13.5-acre site located on the north side of Berryessa Road, just west of the Union Pacific Railroad tracks. The site is adjacent to the proposed BART alignment, and is located about 500 feet from a proposed BART station. Currently, the site is occupied by the Black Mountain Water and TIP Trailers companies. The current adopted General Plan designation is for *Industrial Park*. The proposed GPA involves changing the City's General Plan Land Use Designation to *Transit Corridor Residential (20+ DU/Acre)*. The proposed change in land use designation would produce a net change of 743 additional households and 356 fewer jobs relative to the current adopted General Plan land use designation. The GPA would generate 177 additional PM peak hour trips county-wide, with 414 additional PM peak hour trips at the site.

**GPA Site 3** – GP03-04-07 – is a 3.4-acre site located on the south side of Berryessa Road, east of Jackson Street. The site is currently occupied by a flower shop, 2 single-family homes and a seasonal sales shop. The current adopted General Plan designation is for *Medium Density Residential (8-16 DU/Acre)*. The proposed GPA involves changing the City's General Plan Land Use Designation to *High Density Residential (25-50 DU/Acre)*. The proposed change in land use designation would produce a net change of 89 additional households and no change in the number of jobs relative to the current adopted General Plan land use designation. This GPA site is exempt from an individual long-range impact analysis.

The long-term effects of GPA sites 2 and 3 were analyzed together in a single model run since these GPA sites are located in close proximity to each other. The proposed changes in land use designation for GPA sites 2 and 3 would produce a combined net change of 832 additional households and 356 fewer jobs



relative to the current adopted General Plan land use designations. Together, the GPAs would result in 186 additional PM peak hour trips county-wide, with 432 additional PM peak hour trips at the sites.

**GPA Site 4** – GP03-03-13 – is a 6.9-acre site located on property that extends from the southeast corner of Julian Street and 27<sup>th</sup> Street, to the south side of East St. John Street and both sides of North 26<sup>th</sup> Street. The site is located near a planned LRT line and the proposed BART alignment. Currently, the site is occupied by some single-family homes, various auto body uses, and other light industrial uses. The current adopted General Plan designation is for *Light Industrial*. The proposed GPA involves changing the City's General Plan Land Use Designation to *Medium Density Residential (12-25 DU/Acre)* on 3.4 acres and *Medium High Density Residential (12-25 DU/Acre)* on 3.5 acres. The proposed change in land use designation would produce a net change of 99 additional households and 311 fewer jobs relative to the current adopted General Plan land use designation. This GPA site is exempt from an individual long-range impact analysis.

**GPA Site 5** – GP03-06-01 – is an 8.3-acre site generally bounded by SR 87, Curtner Avenue and Canoas Garden Avenue. The site is currently occupied by a women's residential center, a home, offices and storage space, and is located approximately 700 feet from an existing LRT station. The current adopted General Plan designation is for *Light Industrial*. The proposed GPA involves changing the City's General Plan Land Use Designation to *High Density Residential (25-50 DU/Acre)*. The proposed change in land use designation would produce a net change of 307 additional households and 187 fewer jobs relative to the current adopted General Plan land use designation. This GPA site is exempt from an individual long-range impact analysis.

**GPA Site 6** – GP03-06-02 – is a 4.9-acre site located on the southeast corner of Curtner Avenue and Canoas Garden Avenue. The site is currently a Park and Ride lot and is located approximately 200 feet from an existing LRT station. The current adopted General Plan designation is for *Public/Quasi-Public* on 2.8 acres and *Office* on 2.1 acres. The proposed GPA involves changing the City's General Plan Land Use Designation to *Transit Corridor Residential (20+ DU/Acre)* and *Public Park/Open Space*. The proposed change in land use designation would produce a net change of 270 additional households and 96 fewer jobs relative to the current adopted General Plan land use designation. This GPA site is exempt from an individual long-range impact analysis.

Although sites 5 and 6 both are exempt from an individual long-range impact analysis (based on their size), the combined long-term effects of GPA sites 5 and 6 were analyzed together in a single model run since these GPA sites are located adjacent to one another. The proposed changes in land use designation for GPA sites 5 and 6 would produce a combined net change of 577 additional households and 283 fewer jobs relative to the current adopted General Plan land use designations. Together, the GPAs would result in 63 additional PM peak hour trips county-wide, with 252 additional PM peak hour trips at the sites.

**GPA Site 7** – (GP03-06-03) – is a 6.1-acre site located on both sides of Lincoln Avenue between West San Carlos Street and 640 feet north of Auzeris Avenue. This site is currently occupied by Mel Cotton's Sporting Goods and various light industrial uses. The current adopted General Plan designation of this site is for *Combined Industrial/Commercial*. The proposed GPA involves changing the City's General Plan Land Use Designation to *High Density Residential (25-65 DU/Acre)* with *General Commercial Overlay*. The proposed change in land use designation would produce a net change of 336 additional households and 200 fewer jobs relative to the current adopted General Plan land use designation. This GPA site is exempt from an individual long-range impact analysis.

**GPA Site 8** – (GP03-06-04) – is a 14.8-acre site located on both sides of Lincoln Avenue between Auzerai Avenue and 250 feet south of West San Carlos Street. This site is currently occupied by various light industrial uses. The current adopted General Plan designation of this site is for *Combined Industrial/Commercial*. The proposed GPA involves changing the City's General Plan Land Use Designation to *High Density Residential (25-65 DU/Acre)*. The proposed change in land use designation would produce a net change of 814 additional households and 667 fewer jobs relative to the current adopted General Plan land use designation. The GPA would result in 37 fewer PM peak hour trips county-wide, with 73 net additional PM peak hour trips at the site.

**GPA Site 9** – (GP03-06-05) – is a 5.8-acre site located on the south side of Auzerai Avenue between Race Street and Lincoln Avenue. This site is currently occupied by a medical office building, a roofing company and an auto body repair company. The current adopted General Plan designation of this site is for *Combined Industrial/Commercial*. The proposed GPA involves changing the City's General Plan Land Use Designation to *Industrial Park*. The proposed change in land use designation would produce no net change in the number of households or jobs relative to the current adopted General Plan land use designation. This GPA site is exempt from an individual long-range impact analysis.

**GPA Site 10** – (GP03-06-06) – is a 5.9-acre site located on the south side of Auzerai Avenue between Race Street and Sunol Street. This site is currently occupied by a tow truck company and various light industrial uses. The current adopted General Plan designation of this site is for *Combined Industrial/Commercial*. The proposed GPA involves changing the City's General Plan Land Use Designation to *Transit Oriented Mixed-Use*. The proposed change in land use designation would produce a net change of 443 additional households and 193 fewer jobs relative to the current adopted General Plan land use designation. The GPA would result in 58 additional PM peak hour trips county-wide, with 160 net additional PM peak hour trips at the site.

**GPA Site 11** – (GP03-06-07) – is a 7.1-acre site located on the south side of Auzerai Avenue between Sunol Street and Los Gatos Creek. A portion of the vacated Del Monte packing plant makes up this site. The current adopted General Plan designation of this site is for *Combined Industrial/Commercial* on 6.7 acres and *Heavy Industrial* on 0.4 acres. The proposed GPA involves changing the City's General Plan Land Use Designation to *Public Park/Open Space* on 6.7 acres and *Mixed-Use#16* on 0.4 acres. The proposed change in land use designation would produce no net change in the number of households and 320 fewer jobs relative to the current adopted General Plan land use designation. This GPA site is exempt from an individual long-range impact analysis.

**GPA Site 12** – (GP03-06-08) – is a 5.1-acre site located on the northwest corner of Savaker Street and Sunol Street. This site is currently occupied by Penske Truck Rental, an electrical supply company, Cottage Grove Printing, and an auto tire shop. The current adopted General Plan designation of this site is for *Heavy Industrial*. The proposed GPA involves changing the City's General Plan Land Use Designation to *Industrial Park*. The proposed change in land use designation would produce no net change in the number of households or jobs relative to the current adopted General Plan land use designation. This GPA site is exempt from an individual long-range impact analysis.

The combined long-term effects of GPA sites 7 through 12 were analyzed together in a single model run due to their close proximity to one another. The proposed changes in land use designation for all six GPA sites would produce a combined net change of 1,593 additional households and 1,380 fewer jobs relative to the current adopted General Plan land use designations. Together, the GPAs would result in 39 additional PM peak hour trips county-wide, with 277 net additional PM peak hour trips at the sites.

The site-specific and citywide Trip Analysis Summaries for each GPA site are included in Appendix A. Appendix A also contains the land use data for all the proposed HOS III General Plan Amendment sites.

## Summary of HOS III GPA Long Term Impacts

The current adopted General Plan land use designations for all twelve of the Housing Opportunities Study III General Plan Amendment sites is modeled as having 15,324 households and 16,018 total jobs. Collectively, the proposed land use changes associated with the 2003 HOS III GPA study would result in a net increase of 3,204 households and a net reduction of 2,330 jobs relative to the current adopted General Plan. The increase in households and reduction in jobs would result in 311 additional PM peak hour trips county-wide.

According to the long-term traffic impact analysis, the proposed land use changes associated with all HOS III GPA sites collectively would result in a significant adverse traffic impact based on impact criteria for LOS E/F link analysis. Based on performance criteria for screenline analysis, the HOS III GPA sites collectively would not significantly impact screenlines within any of the three Special Subareas.

A summary of long-term traffic impact findings for the proposed HOS III GPA TRANPLAN model run scenarios are contained in Table ES-1.

## Mitigation for Long Range Impacts

Impacts from these proposed General Plan amendments would be reduced by conformance with General Plan policies, including the following:

- *Services and Facilities Level of Service Policy #5* - requires that the minimum overall performance of City streets during peak travel periods should be level of service "D". To meet that goal, the policy states that development proposals should be reviewed for their measurable impacts on the level of service and should be required to provide appropriate mitigation measures if they have the potential to reduce the level of service to "D" or worse.

Results of the traffic analysis indicate that the proposed amendment will add traffic to streets already identified as operating at unacceptable levels. According to the general plan policy and impact criteria, this constitutes a significant impact. Although there is no mitigation yet identified, at the time a specific development application is submitted, a traffic impact study would identify any current condition deficiencies that would need to be mitigated to meet level of service policies. In accordance with the City's level of service policy, any impacts would then have to be mitigated before the project could be approved.

- *Transportation Policy # 1 (Thoroughfares)* states that inter-neighborhood movement of people and goods should occur on thoroughfares and is discouraged on neighborhood streets.
- *Transportation Policy #3 (Thoroughfares)* states that public street right-of-way dedication and improvements should be required as development occurs. Ultimate thoroughfare right-of-way should be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function.

- *Transportation Policy #3 (Thoroughfares)* states that public street right-of-way dedication and improvements should be required as development occurs. Ultimate thoroughfare right-of-way should be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function.
- *Transportation Policy #8 (Thoroughfares)* states that vehicular, bicycle, and pedestrian safety should be an important factor in the design of streets and roadways.
- *Transportation Policy #9 (Impacts on Local Neighborhoods)* states that neighborhood streets should be designed to discourage through traffic and unsafe speeds. If neighborhood streets are used for through traffic or if they are traveled at unsafe speeds, law enforcement and traffic operations techniques should be employed to mitigate these conditions.
- *Transportation Policy #11 (Transit Facilities)* states that the City should cooperate with transportation agencies to achieve the following objectives for the County's public transit system:
  - Provide all segments of the City's population, including the handicapped, elderly, youth and economically disadvantaged, with adequate access to public transit. Public transit should be designed to be an attractive, convenient, dependable and safe alternative to the automobile.
  - Enhance transit service in major commute corridors, and provide convenient transfers between public transit systems and other modes of travel.
- *Transportation Policy #16 (Pedestrian Facilities)* states that pedestrian travel should be encouraged as a viable mode of movement between high density residential and commercial areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core Area and neighborhood business districts by providing safe and convenient pedestrian facilities.
- *Transportation Policy #41 (Bicycling)* states that the City should develop a safe, direct, and well-maintained transportation bicycle network linking residences, employment centers, schools, parks and transit facilities and should promote bicycling as an alternative mode of transportation for commuting as well as for recreation.
- *Transportation Policy #42 (Bicycling)* states that bike lanes are considered generally appropriate on arterial and major collector streets. Right-of-way requirements for bike lanes should be considered in conjunction with planning the major thoroughfares network and in implementing street improvement projects.
- *Transportation Policy #43 (Bicycling)* states that priority improvements to the Transportation Bicycle Network should include:
  - Bike routes linking light rail stations to nearby neighborhoods.
  - Bike paths along designated trails and pathways corridors.
  - Bike paths linking residential areas to major employment centers.

**Table ES-1**  
**Summary of 2003 HOS III General Plan Amendment Long-Term Impacts**

Scenario	GPA Included in Model Run	Significant Impact ?
Site 2	GP03-04-08	Yes
Sites 2 & 3	GP03-04-08 GP03-04-07	Yes
Sites 5 & 6	GP03-06-01 GP03-06-02	Yes
Site 8	GP03-06-04	Yes
Site 10	GP03-06-06	No
Sites 7 through 12	GP03-06-03 GP03-06-04 GP03-06-05 GP03-06-06 GP03-06-07 GP03-06-08	Yes
HOS III (All 12 Sites Combined)	GP03-03-13 GP03-04-07 GP03-04-08 GP03-06-01 GP03-06-02 GP03-06-03 GP03-06-04 GP03-06-05 GP03-06-06 GP03-06-07 GP03-06-08 GP03-10-02	Yes



# 1.

## Introduction

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The purpose of this Housing Opportunities General Plan Amendment (GPA) study is to evaluate the long-term traffic impacts of a series of proposed changes in General Plan land use designation for twelve independent sites located in the City of San Jose. The land use amendments are proposed in support of the 2003 Housing Opportunities Study (HOS) Phase III, which is the third phase in an ongoing effort by the City of San Jose to identify locations within the City that can reasonably accommodate additional housing. The land use changes are intended to reinforce City policies regarding efficient use of land along designated Transit-Oriented Development Corridors.

### Traffic Impact Analysis Study Methodology

The City of San Jose's traffic forecasting model was developed to help the City project PM peak hour traffic impacts attributable to proposed changes to the City's General Plan. The model is implemented using the TRANPLAN transportation planning software system. The San Jose model includes the four elements traditionally associated with models of this kind. These elements include:

- Trip Generation,
- Trip Distribution,
- Mode Choice, and
- Traffic Assignment

The fundamental structure of the model includes a computer readable representation of the street system (highway network) that defines street segments (links) identified by end points (nodes). Each roadway link is further represented by key characteristics (link data) that describe the length, travel speeds, and vehicular capacity of the roadway segment. Small geographic areas (traffic analysis zones also called TAZ's) are used to represent the planned land use activity throughout the city's planning area. The boundaries of these small geographic areas are typically defined by the modeled street system, as well as natural and man made barriers to traffic.

The socioeconomic data for each TAZ in the model includes information about the number of households (stratified by household income and structure type), and employment (stratified by groupings of Standard Industrial Codes). The trip generation element of the San Jose model projects the traffic attributable to normal household and employment centers using trip generation rates and factors. The trip generation rates were derived from the Metropolitan Transportation Commission's 1981 San Francisco Bay Region Travel Survey, Caltrans San Francisco Bay Region and San Diego Trip Generation Studies, the Institute of Transportation Engineering trip generation studies and Arizona Department of Transportation studies.

Activity centers that have unusual traffic generating characteristics such as schools, hotels, large shopping centers, and airports are designated as *special generators*, and their associated traffic is manually estimated based information from the above cited sources of trip generation information. Projected trips entering and leaving the County of Santa Clara are taken from a larger regional model run by the Metropolitan Transportation Commission (MTC) and the Valley Transportation Agency (VTA).

Travel times within and between TAZs (intra-zonal and inter-zonal and terminal times) are developed from the network being modeled. Travel times within zones (intra-zonal travel times) are derived for each zone based on half its average travel time to adjacent zones. Time to walk to and from the trip maker's car (terminal times) also are added. For special areas, additional terminal time is added to reflect the extra time associated with large parking lots, parking structures and areas with limited parking, specifically zones with large employer sites, shopping centers and in the downtown area. The projected daily trips are distributed using a standard gravity model and friction factors calibrated for the Santa Clara County area. The resulting trip distribution (trip table) is factored to represent the number of trips occurring during the PM peak hour, the directionality of those trips, and deducting the estimated non-auto related trip-making (transit travel and carpool passengers). The assignment of the trip table to the roadway network uses a route selection procedure based on minimum travel time paths (as opposed to minimum travel distance paths) between TAZs and is done using a capacity constrained equilibrium seeking process. This capacity constrained traffic assignment process enables the model to reflect diversion of traffic around congested portions of the modeled street system.

In addition to providing projected PM peak hour volumes and ratios comparing projected traffic volume to available roadway capacity (v/c ratios) on each roadway segment, the model also provides information on vehicle-miles and vehicle-hours of travel by facility type (freeway, expressways, arterial streets, etc.). These informational reports are used to compare and evaluate the project traffic impacts attributable to proposed amendments to the currently adopted San Jose General Plan. The San Jose traffic forecasting model is intended for use as a "macro analysis tool," that projects probable future conditions and is best used when comparing alternative future scenarios. It is not designed to answer "micro analysis level" operational questions.

This analysis also identifies current operating conditions of transportation facilities in the vicinity of the proposed General Plan Amendment site. This near-term traffic information is presented to identify existing conditions in the area, some of which may constitute constraints to future development. A more detailed traffic impact analysis will be required at the time a zoning or planning permit application is made for developing the site, whether or not the currently proposed GPA is approved. That analysis will address the near-term traffic impacts in detail and will identify required mitigation, if warranted.

## Significant Impact Criteria

The determination of significance is based on the extent to which the proposed change contributes to existing peak hour congestion in the vicinity of the proposed amendment. For most areas of the City, a link analysis is conducted. For this analysis, the addition of peak direction trips are determined on the congested links (LOS E or F) within approximately a two mile radius, measured from all boundaries of the GPA site. Congested links are grouped in sets and are generally major parallel facilities. The links are grouped in this manner to account for trip reassignment by the computer model. A traffic impact from a proposed land use amendment would be significant if:

- The peak direction volume on nearby LOS E/F links increases by 1.50 percent or more over the average volume of those congested links.

There are three Sensitive Subareas – North San Jose, Evergreen, and South San Jose – that are analyzed with a different methodology. Project sites that are located within one of the Special Subareas are analyzed based on screenline impacts. Screenlines for the long-range analysis are based on the boundaries of the three Subareas. A traffic impact from a proposed land use amendment located within a Special Subarea would be significant if:

- the peak direction volumes into or out of any one of the Special Subareas increase by the following percentage or more:

Subarea	Percentage Change
North San Jose	0.20%
Evergreen	0.10%
South San Jose	0.20%

Consistent with City policies and practice, the TRANPLAN model used to evaluate traffic impacts for the proposed amendments includes all of the major infrastructure identified in the General Plan *Land Use/Transportation Diagram*, including infrastructure that is not yet built and/or funded. The impact criteria and thresholds of significance are described in more detail in the document titled *Methodology for Preparing Long Term Traffic Impact Assessments*, City of San Jose, 2003. This document is provided in Appendix B.

## Traffic Impact Analysis Scenarios

The long-range traffic impact analysis is based on the City of San Jose TRANPLAN computer model and was conducted for the following scenarios:

- GPA Site 2 (GP03-04-08)
- GPA Sites 2 & 3 (GP03-04-08 and GP03-04-07)
- GPA Sites 5 & 6 (GP03-06-01 and GP03-06-02)
- GPA Site 8 (GP03-06-04)
- GPA Site 10 (GP03-06-06)
- GPA Sites 7 through 12 (GP03-06-03, 04, 05, 06, 07 and 08)
- HOS III All Sites Combined (Sites 1 through 12)

General Plan Amendment sites 1, 3, 4, 5, 6, 7, 9, 11 and 12 are exempt from an individual TRANPLAN model run. Sites 2 and 3 were combined to create one scenario since these GPA sites are located adjacent to one another. Sites 5 and 6 and sites 7 through 12 also were combined for the same reason.

The remainder of this report is divided into seven chapters. Chapters 2 through 6 discuss the existing roadway network and transportation facilities in the area of each GPA site. Included in each chapter are existing and background levels of service of key intersections, as well as existing freeway levels of service of key segments in each GPA study area. A discussion of the long-range analysis of traffic impacts is included for all GPA scenarios in which a TRANPLAN model run was prepared: Chapters 3, 5 and 6. Chapters 2 and 4 include a description of GPA sites that were exempt from a long-range analysis. Chapter 7 describes the long-range analysis of traffic impacts associated with all twelve 2003 HOS III GPA sites collectively. Chapter 8 presents the long-term grand cumulative traffic impacts on the citywide transportation system associated with all of the proposed General Plan Amendments in the City of San Jose.

## 2.

### **GPA Site 1 (GP03-10-02)**

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*GPA Site 1* is a 7-acre site located on the northwest corner of Blossom Hill Road and Blossom Avenue. The site is currently a Park and Ride lot and is situated within 95 feet of an existing LRT station. The current adopted General Plan designation is for Medium Density Residential (8-16 DU/Acre). The proposed GPA involves changing the City's General Plan Land Use Designation to Medium High Density Residential (12-25 DU/Acre). The proposed change in land use designation would produce a net change of 103 additional households and no change in the number of jobs relative to the current adopted General Plan land use designation.

This GPA site is exempt from an individual long-range impact analysis based on its size.

### **Existing Roadway Network and Transportation Facilities**

#### ***Surrounding Roadway Network***

Regional access to the study area is provided by SR 85 and SR 87. These facilities are described below.

*SR 85* is a predominantly north-south freeway that is oriented in an east-west direction in the vicinity of the GPA site. It extends from Mountain View to south San Jose, terminating at US 101. SR 85 is a six-lane freeway with four mixed-flow lanes and two HOV lanes. SR 85 provides access to the GPA site via Blossom Avenue and Blossom Hill Road.

*SR 87* is a four-lane freeway that is aligned in a north-south orientation. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. SR 87 recently was upgraded to a grade-separated freeway between Julian Street and US 101. The upgrade includes new full interchanges at Taylor Street and Skyport Boulevard. SR 87 connects to SR 85 which provides access to the GPA site via Blossom Avenue and Blossom Hill Road.

Local access to the GPA site is provided by the roadways described below.

*Blossom Hill Road/Silver Creek Valley Road.* Blossom Hill Road is a divided four-to-six lane east-west arterial that extends from its interchange with US 101 west into Los Gatos. East of US 101 Blossom Hill Road becomes Silver Creek Valley Road. Silver Creek Valley Road is four lanes wide with turn pockets, landscaped medians, and sidewalks. Blossom Hill Road has a full interchange at SR 85 that provides access to the site.

*Santa Teresa Boulevard* is a six-lane divided arterial with a posted speed limit of 45 mph. Santa Teresa Boulevard extends from its junction with SR 85 near Westfield Shoppingtown Oakridge to Morgan Hill, where it transitions into Hale Avenue. Santa Teresa provides access to the site via Blossom Hill Road.

*Blossom Avenue* is a north-south two-lane undivided road with a posted speed limit of 35 mph. Blossom Avenue extends from its junction with SR 85 to Colleen Drive at the base of the Santa Teresa foothills. Blossom Avenue provides direct access to the site.

### ***Existing Bicycle and Pedestrian Facilities***

According to the City of San Jose Transportation Bicycle Network and the Valley Transportation Agency (VTA) Santa Clara Valley Bikeways Map, there are numerous City- and County-designated bikeways within the vicinity of the GPA site. The extensive network of bike facilities in the area provides bicyclists with the opportunity to use the local roadways near the GPA site for commuting purposes.

- Blossom Hill Road has Class II bike lanes between Almaden Expressway and Snell Avenue.
- Santa Teresa Boulevard has Class II bike lanes between SR 85 and Bernal Road. An off-street path begins just north of the junction of Santa Teresa Boulevard and SR 85, and is available to bicyclists and pedestrians.
- Blossom Avenue has Class II bike lanes between SR 85 and Santa Teresa Boulevard.
- Class II bike lanes also are provided on Calero Avenue and Cahalan Avenue in the vicinity of the site.

The City of San Jose Transportation Bicycle Network is proposing to add additional bicycle facilities to roadways within the study area in the future. These roadways include the following:

- Blossom Hill Road between Snell Avenue and Cottle Road.
- Snell Avenue between Blossom Hill Road and Santa Teresa Boulevard.

The streets adjacent to the site – Blossom Hill Road and Blossom Avenue – have sidewalks on both sides of the street and crosswalks at the signalized intersection fronting the site. Other pedestrian facilities in the study area consist of sidewalks along all of the previously described streets.

### ***Existing Transit Service***

Existing transit service to the study area is provided by the VTA and is described below.

#### **VTA Bus Service**

The *27 line* provides service between Santa Teresa Hospital and West Valley College, with 30-minute headways during commute hours. The 27 line operates along Blossom Hill Road in the study area.

The *102 line* provides service between South San Jose and Palo Alto, with 30- to 60-minute headways during commute hours. The 102 line operates along SR 85 and I-280.

The *501 line* provides service between Palo Alto and IBM/Bailey Avenue, with 30- to 40-minute headways during commute hours. The 501 line operates along Santa Teresa Boulevard, SR 85, SR 87 and I-280.

## Light Rail Transit (LRT) Service

Santa Clara Valley Transportation Authority (VTA) currently operates the 30.5-mile light rail transit (LRT) line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Mountain View and Sunnyvale. Service operates 24-hours, every 15 minutes during much of the day.

The proposed GPA site is the location of the current Park and Ride lot, which is situated adjacent to the Blossom Hill LRT station. The location of the proposed GPA site provides an excellent opportunity for commuters to utilize the light rail service.

## Caltrain

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. Light rail provides direct service to the Tamien Caltrain station, which is located approximately 5 miles north of the site. Caltrain provides service with approximately 20- to 30-minute headways during commute hours.

## Existing and Background Intersection Levels of Service

The results of the level of service analysis under existing conditions show that, measured against the City of San Jose level of service standards, all of the major signalized intersections in the vicinity of the GPA site currently operate at an acceptable LOS D or better during both peak hours of traffic.

Background conditions represent traffic conditions that would occur after all approved projects are completed and producing traffic on the street system in the vicinity of the GPA site. The results of the level of service analysis under background conditions show that all of the study intersections would operate at an acceptable LOS D or better during both peak hours of traffic.

The results of the intersection level of service analysis are summarized in Table 1.

## Existing Freeway Levels of Service

Traffic volumes on freeway segments in the vicinity of the GPA site were obtained from the Santa Clara County Congestion Management Program *2002 Monitoring & Conformance Report*. The results of the analysis, which are summarized in Table 2, show that all of the freeway segments in the vicinity of the GPA site currently operate at an acceptable LOS E or better during both peak hours of traffic.

**Table 1**  
**Existing and Background Intersection Levels of Service – GPA Site 1**

	Peak Hour	Existing		Background	
		Ave. Delay	LOS	Ave. Delay	LOS
SR 85 and Blossom Hill Road (E) *	AM	26.7	C	26.7	C
	PM	29.1	C	29.1	C
SR 85 and Blossom Hill Road (W) *	AM	39.1	D	39.1	D
	PM	50.0	D	50.0	D
Blossom Hill Rd and Santa Teresa Blvd *	AM	39.2	D	39.2	D
	PM	38.6	D	38.7	D
Blossom Hill Road and Snell Avenue *	AM	42.6	D	41.8	D
	PM	45.9	D	46.8	D
Santa Teresa Blvd and Snell Avenue *	AM	35.2	D	35.2	C
	PM	32.4	C	30.0	C
Blossom Avenue and Santa Teresa Blvd *	AM	22.2	C	22.2	C
	PM	20.7	C	20.7	C
Blossom Hill Rd and Cahalan Avenue	AM	27.3	C	27.3	C
	PM	26.3	C	26.3	C
Blossom Hill Road and Lean Avenue	AM	24.0	C	22.6	C
	PM	21.4	C	20.7	C
Branham Lane and Snell Avenue	AM	34.1	C	34.4	C
	PM	36.5	D	37.6	D

\* Denotes a CMP intersection.

**Table 2**  
**Existing Freeway Levels of Service – GPA Site 1**

Facility	Direction	Segment		Existing Level of Service /a/			
		From	To	Mixed-Flow Lanes		HOV Lanes	
				AM	PM	AM	PM
SR 85	NB	Cottle Road	Blossom Hill Road	A	A	A	A
	NB	Blossom Hill Road	SR 87	E	B	A	A
	NB	SR 87	Almaden Expwy	A	D	A	A
	SB	Almaden Expwy	SR 87	A	A	A	A
	SB	SR 87	Blossom Hill Road	A	E	A	A
	SB	Blossom Hill Road	Cottle Road	A	A	A	A
SR 87	NB	SR 85	Capitol Expwy	A	A	--	--
	SB	Capitol Expwy	SR 85	A	A	--	--

/a/ Level of Service based on vehicle speed.

Source: Santa Clara Valley Transportation Authority 2002 Monitoring and Conformance Report, April 2003.

### 3.

## **GPA Sites 2 (GP03-04-08) & 3 (GP03-04-07)**

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*GPA Site 2* is a 13.5-acre site located on the north side of Berryessa Road, just west of the Union Pacific Railroad tracks. The site is adjacent to the proposed BART alignment, and is located about 500 feet from a proposed BART station. Currently, the site is occupied by the Black Mountain Water and TIP Trailers Companies. The current adopted General Plan designation is for Industrial Park. The proposed GPA involves changing the City's General Plan Land Use Designation to Transit Corridor Residential (20+ DU/Acre). An individual long-range impact analysis was conducted for this GPA site.

*GPA Site 3* is a 3.4-acre site located on the south side of Berryessa Road, east of Jackson Street. The site is currently occupied by a flower shop, 2 single-family homes and a seasonal sales shop. The current adopted General Plan designation is for *Medium Density Residential (8-16 DU/Acre)*. The proposed GPA involves changing the City's General Plan Land Use Designation to *High Density Residential (25-50 DU/Acre)*. This GPA site is exempt from an individual long-range impact analysis based on its size.

In addition to an individual long-range impact analysis conducted for GPA site 2, GPA sites 2 and 3 were combined to create a scenario for a single model run since these GPA sites are located in close proximity to one another. A long-range impact analysis was conducted for this combined scenario.

## **Existing Roadway Network and Transportation Facilities**

### ***Surrounding Roadway Network***

Regional access to study area is provided by US 101, I-680 and I-880. These facilities are described below.

*US 101* is a north/south freeway with six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes in the vicinity of the GPA sites. The HOV lanes terminate south of Bernal Road in south San Jose. A full interchange is located near the sites at Oakland Road.

*I-680* is a north/south freeway that extends from Contra Costa County south to Santa Clara County where it connects to I-280 at its interchange with US 101. I-680 has six lanes north of SR 237 and eight lanes south of SR 237. While a southbound HOV lane north of Calaveras Boulevard already exists, a northbound HOV lane is currently under construction on I-680 north of Calaveras Boulevard. The I-680 interchange at Berryessa Road provides access to and from the GPA sites.

*I-880* is a north/south freeway providing regional access from East Bay cities to San Jose, where it ultimately becomes SR 17 and extends into Santa Cruz. Within the Cities of San Jose and Milpitas, I-880 primarily is a six-lane freeway as a result of the recent freeway widening. North of Great Mall Parkway, I-880 widens to eight lanes. Access to and from the GPA sites is provided via an interchange at Old Bayshore Highway.



Local access to the GPA sites is provided by the roadways described below.

*Hedding Street* is a four-lane, east-west arterial that begins at Winchester Boulevard as a transition from Pruneridge Avenue. Hedding extends eastward to US 101, where it changes designation to Berryessa Road. Berryessa Road provides direct access to the GPA sites.

*Lundy Avenue* is a four-lane north-south divided roadway with a landscaped median. Lundy has a posted speed limit of 40 mph and contains bike lanes from Trade Zone Boulevard to Berryessa Road. South of Berryessa Road, Lundy Avenue changes designation to King Road. Lundy Avenue provides access to the GPA sites via Berryessa Road.

*Brokaw Road* is a six-lane arterial that connects I-880 and I-680. East of I-880, Brokaw Road changes designation to Murphy Avenue and then to Hostetter Road near I-680. Near the GPA sites, Hostetter Road is a six-lane divided roadway with a landscaped median and a posted speed limit of 40mph. West of North First Street, Brokaw Road changes designation to Airport Parkway. Brokaw Road provides access to the GPA sites via Lundy Avenue and Oakland Road.

*Oakland Road* is a two-lane north-south arterial that connects Brokaw Road and Berryessa Road. Old Oakland Road transitions into Main Street north of Montague Expressway and 13<sup>th</sup> Street south of Berryessa Road. Oakland Road provides access to the GPA sites via Berryessa Road.

*Flickinger Avenue* is a north-south arterial that begins within the residential neighborhood north of Hostetter Road, and extends southward to Berryessa Road. South of Berryessa Road Flickinger Avenue changes designation to Jackson Avenue, eventually terminating at Story Road. Flickinger Avenue provides access to the GPA sites via Berryessa Road.

*Taylor Street* is a two-lane, east/west divided collector that begins at The Alameda as a transition from Naglee Avenue and extends eastward into east San Jose. A full interchange is under construction at SR 87 and Taylor Street in connection with the Route 87 Freeway Upgrade Project. Route 87 access to and from the north currently is not available. Taylor changes designation to Mabury Road at US 101. Mabury Road provides access to the GPA sites via Jackson Avenue and Lundy Avenue.

### ***Existing Bicycle and Pedestrian Facilities***

According to the City of San Jose Transportation Bicycle Network and the Valley Transportation Agency (VTA) Santa Clara Valley Bikeways Map, there are numerous City- and County-designated bikeways within the vicinity of the GPA sites. Bike lanes are provided on Oakland Road, Brokaw Road/Murphy Avenue/Hostetter Road, Lundy Avenue, Berryessa Road, Flickinger Avenue and Mabury Road. The extensive network of bike facilities in the area provides bicyclists with the opportunity to use the local roadways near the sites for commuting purposes.

- Oakland Road has Class II bike lanes between Hedding Street/Berryessa Road and Calaveras Boulevard.
- Brokaw Road/Murphy Avenue has Class II bike lanes between SR 87 and Capitol Avenue.
- Lundy Avenue has Class II bike lanes between Berryessa Road and Trade Zone Boulevard.
- Berryessa Road has Class II bike lanes between US 101 and Capitol Avenue.
- Flickinger Avenue has Class II bike lanes between Murphy Avenue/Hostetter Road and San Antonio Street.
- Mabury Road has Class II bike lanes between 22<sup>nd</sup> Street and White Road.

The City of San Jose Transportation Bicycle Network is proposing to add additional bicycle facilities to roadways within the study area in the future. These roadways include the following:

- King Road between Berryessa Road and Capitol Expressway.
- Sierra Road between Coyote Creek and I-680.

Berryessa Road has sidewalks on both sides of the street, as well as crosswalks at its intersections with Lundy Avenue and Flickinger Avenue. Other pedestrian facilities in the study area consist of sidewalks along all of the previously described local streets.

### ***Existing Transit Service***

Existing transit service to the study area is provided by the VTA and is described below.

#### **VTA Bus Service**

The *12 line* provides service between the Eastridge Transit Center and the San Jose Civic Center on weekends only, with 30-minute headways. The 12 line operates along Berryessa Road and King Road in the study area.

The *36 line* provides service between Vallco Fashion Park and East San Jose, with 30--minute headways during commute hours. The 36 line operates along Berryessa Road and King Road in the study area.

The *62 line* provides service between Los Gatos and Piedmont Hills, with 15- to 30-minute headways during commute hours. The 62 line operates along Berryessa Road and King Road in the study area.

The *70 line* provides service between Milpitas and the Capitol LRT station, with 15-minute headways during commute hours. The 70 line operates along Flickinger Road and Hostetter Road in the study area.

The *77 line* provides service between Milpitas and Evergreen College, with 15- to 30-minute headways during commute hours. The 77 line operates along Lundy Avenue/King Road in the study area.

#### **VTA Light Rail Transit (LRT) Service**

No light rail transit (LRT) stations currently exist within the study area. However, construction of the Tasman East and Capitol Light Rail Projects are currently underway. These projects are described below.

The first phase of the Tasman East Light Rail Project, a 1.9-mile extension from North First Street to I-880 along the median of Tasman Drive, opened for service May 18, 2001. The second phase of this project, a 2.9-mile segment in the median of Capitol Avenue from I-880 to just south of Hostetter Road, is currently under construction. Phase 2 includes a 7,200-foot bridge structure, which spans two freight railroads, Montague Expressway, and other cross streets. Phase 2 will add a new station at Great Mall and Main, as well as three new stations along Capitol Avenue: Montague, Cropley and Hostetter.

The Capitol Light Rail Project is a further 3.5-mile extension of the Tasman East Light Rail Line. Light rail will travel in the median of Capitol Avenue from south of Hostetter Road to Alum Rock Avenue, north of Capitol Expressway. The Capitol Light Rail Project will add 4 new stations (Berryessa, Penitencia Creek, McKee and Alum Rock) with provisions for a potential fifth station (Gay Avenue) in

the future. Light rail will operate in the median of Capitol Avenue, with two vehicle travel lanes and a bike lane in each direction paralleling the tracks. At intersections, additional traffic lanes will be provided to accommodate left and right turns. When complete, the Tasman/Capitol Line will run from northeast San Jose for 18 miles through Milpitas, Santa Clara and Sunnyvale to the Downtown Mountain View Transit Center. Extended service from the Baypointe station to east San Jose is anticipated to begin in the Summer 2004.

## Existing Intersection Levels of Service

The results of the level of service analysis under existing conditions show that, measured against the City of San Jose level of service standards, all of the major signalized intersections in the vicinity of the GPA sites currently operate at an acceptable LOS D or better during both peak hours of traffic.

Background conditions represent traffic conditions that would occur after all approved projects are completed and producing traffic on the street system. The results of the level of service analysis under background conditions show that the following three intersections would operate at an unacceptable LOS E during the AM peak hour of traffic:

- Oakland Road and Brokaw Road
- Oakland Road and US 101 NB Ramps
- Oakland Road and Hedding Street

All other major signalized intersections would operate at an acceptable LOS D or better under background conditions.

The results of the intersection level of service analysis are summarized in Table 4.

## Existing Freeway Levels of Service

Traffic volumes on freeway segments in the vicinity of the GPA sites were obtained from the Santa Clara County Congestion Management Program *2002 Monitoring & Conformance Report*. The results of the analysis, which are summarized in Table 5, show that twenty-two of the thirty directional freeway segments in the vicinity of the GPA sites currently operate at an unacceptable LOS F during at least one of the peak hours of traffic.

## Long Range Analysis of Traffic Impacts

For GPA site 2, the proposed change in land use designation would produce a net change of 743 additional households and 356 fewer jobs relative to the current adopted General Plan land use designation. The GPA would result in 177 additional PM peak hour trips county-wide, with 414 additional PM peak hour trips at the site. The Trip Analysis Summary is included in Appendix A.

The combined long-term effects of GPA sites 2 and 3 were analyzed together in a single model run due to their close proximity to one another. The proposed changes in land use designation for GPA sites 2 and 3 would produce a combined net change of 832 additional households and 356 fewer jobs relative to the current adopted General Plan land use designations. Together, the GPAs would result in 186 additional PM peak hour trips county-wide, with 432 additional PM peak hour trips at the sites.

**Table 4**  
**Existing and Background Intersection Levels of Service – GPA Sites 2 & 3**

	Peak Hour	Existing		Background	
		Ave. Delay	LOS	Ave. Delay	LOS
Brokaw Rd and I-880 (W) *	AM	38.8	D	54.1	D
	PM	32.5	C	36.0	D
Brokaw Rd and I-880 (E) *	AM	17.0	B	25.3	C
	PM	14.6	B	16.7	B
Brokaw Rd and Oakland Rd *	AM	41.6	D	58.3	E
	PM	46.6	D	47.8	D
Lundy Ave and Murphy Ave *	AM	41.8	D	46.4	D
	PM	41.2	D	43.0	D
Flickinger Ave and Hostetter Rd	AM	24.5	C	23.0	C
	PM	23.6	C	25.8	C
I-680 and Hostetter Rd	AM	26.3	C	21.5	C
	PM	18.2	B	15.7	B
Capitol Ave and Hostetter Road	AM	45.7	D	44.1	D
	PM	41.3	D	41.4	D
Lundy Ave and Trade Zone Blvd	AM	22.7	C	33.5	C
	PM	33.1	C	39.8	D
Lundy Ave and McKay	AM	13.7	B	20.5	C
	PM	12.0	B	16.5	B
Lundy Ave and Sierra Road	AM	31.4	C	31.4	C
	PM	21.6	C	21.6	C
Oakland Road and US 101 (N) *	AM	50.0	D	59.0	E
	PM	25.1	C	25.9	C
Oakland Road and US 101 (S) *	AM	26.8	C	25.9	C
	PM	37.4	D	38.0	D
Lundy Ave and Berryessa Road	AM	44.0	D	53.3	D
	PM	46.9	D	44.3	D
Flickinger Ave and Berryessa Road	AM	40.9	D	42.8	D
	PM	40.8	D	40.0	D
Capitol Ave and Berryessa Road	AM	47.1	D	47.0	D
	PM	46.6	D	46.5	D
Oakland Road and Hedding Street	AM	45.6	D	57.9	E
	PM	38.4	D	42.7	D
King Road and Mabury Road	AM	40.6	D	38.5	D
	PM	36.8	D	37.4	D
Jackson Ave and Mabury Road	AM	42.8	D	40.1	D
	PM	39.3	D	40.9	D
Capitol Ave and Mabury Road	AM	43.7	D	41.6	D
	PM	40.4	D	41.4	D
Piedmont Rd and Berryessa Rd	AM	36.1	D	36.3	D
	PM	32.6	C	32.6	C
Piedmont Rd and Sierra Rd	AM	27.0	C	27.0	C
	PM	24.9	C	24.8	C

\* Denotes a CMP intersection.

**Table 5**  
**Existing Freeway Levels of Service – GPA Site 2**

Facility	Direction	Segment		Existing Level of Service /a/			
		From	To	Mixed-Flow Lanes		HOV Lanes	
				AM	PM	AM	PM
US 101	NB	I-280	Santa Clara St	F	A	F	A
	NB	Santa Clara St	McKee Road	F	A	F	A
	NB	McKee Road	Oakland Road	F	A	F	A
	NB	Oakland Road	I-880	F	A	F	A
	SB	I-880	Oakland Road	A	F	A	F
	SB	Oakland Road	McKee Road	A	F	A	B
	SB	McKee Road	Santa Clara St	A	F	A	A
	SB	Santa Clara St	I-280	A	F	A	A
I-880	NB	N. First Street	US 101	F	F	--	--
	NB	US 101	Brokaw Road	F	F	--	--
	NB	Brokaw Road	Montague Expwy	A	F	--	--
	SB	Montague Expwy	Brokaw Road	A	F	--	--
	SB	Brokaw Road	US 101	E	F	--	--
	SB	US 101	N. First Street	A	F	--	--
I-680	NB	US 101	King Road	A	A	--	--
	NB	King Road	Capitol Expwy	B	B	--	--
	NB	Capitol Expwy	Alum Rock Ave	F	A	--	--
	NB	Alum Rock Ave	McKee Road	F	A	--	--
	NB	McKee Road	Berryessa Road	E	A	--	--
	NB	Berryessa Road	Hostetter Road	A	A	--	--
	NB	Hostetter Road	Capitol Avenue	A	A	--	--
	NB	Capitol Avenue	Montague Expwy	A	A	--	--
	SB	Montague Expwy	Capitol Avenue	A	F	--	--
	SB	Capitol Avenue	Hostetter Road	A	F	--	--
	SB	Hostetter Road	Berryessa Road	A	F	--	--
	SB	Berryessa Road	McKee Road	A	E	--	--
	SB	McKee Road	Alum Rock Ave	D	E	--	--
	SB	Alum Rock Ave	Capitol Expwy	F	A	--	--
	SB	Capitol Expwy	King Road	F	A	--	--
	SB	King Road	US 101	F	A	--	--

/a/ Level of Service based on vehicle speed.

Source: Santa Clara Valley Transportation Authority 2002 Monitoring and Conformance Report, April 2003.

In the study area of sites 2 and 3, the principal directionality of traffic is southbound in the PM peak hour, due to the predominance of employment in the north San Jose area and the predominance of housing south of the sites. The proposed uses would generate residential trips and, thus, would attract primary trips from employment zones in the vicinity of the sites. The proposed residential uses thus would produce a more balanced directionality than is typical for industrial or employment type uses in the area.

## LOS E/F Link Analysis – GPA Site 2

Four sets of roadway links operate at LOS E/F for the adopted General Plan base case. The proposed General Plan Amendment site 2 would cause the peak direction volume to increase by more than 1.50% on link set #4, which includes parallel roadways located east of 10<sup>th</sup> Street. Thus, based on impact criteria for the LOS E/F link analysis, the increase in volumes on these links as a result of the proposed GPA site 2 constitutes a significant adverse traffic impact. The changes in trips on the LOS E/F links for site 2 are shown in Table 6. Appendix C contains the detailed LOS E/F link analysis.

**Table 6**  
**LOS E/F Link Volumes (PM Peak Hour & Peak Direction) – GPA Site 2**

Link Set	Roadway	Segment	Volume Change
1	Brokaw Road	East of I-880	-9
1	US 101	East of I-880	79
Link Set #1 Total Change			70
Link Set #1 Volume at 1.5% Threshold			112 <
2	Thirteenth Street	South of Jackson Street	11
2	US 101	South of Jackson Street	24
2	I-680	South of Jackson Street	-63
Link Set #2 Total Change			-28
Link Set #2 Volume at 1.5% Threshold			104 <
3	Mabury Road	East of US 101	17
Link Set #3 Total Change			17
Link Set #3 Volume at 1.5% Threshold			28 <
4	US 101	East of Tenth Street	79
4	Hedding Street	East of Tenth Street	18
4	Santa Clara Street	East of Tenth Street	6
Link Set #4 Total Change			<b>103</b>
Link Set #4 Volume at 1.5% Threshold			79 <

Source: City of San Jose HOS III Site 2 (GP03-04-08) LOS E/F Link Analysis, April 2004.

## LOS E/F Link Analysis – GPA Sites 2 & 3

Four sets of roadway links operate at LOS E/F for the adopted General Plan base case. The proposed General Plan Amendment sites 2 and 3 together would cause the peak direction volume to increase by more than 1.50% on link sets # 1 and # 4, which includes parallel roadways located east of I-880 and east of 10<sup>th</sup> Street, respectively. Thus, based on impact criteria for the LOS E/F link analysis, the increase in volumes on these links as a result of the combined GPA sites 2 and 3 scenario constitutes a significant adverse traffic impact. The changes in trips on the LOS E/F links for sites 2 and 3 are shown in Table 7. Appendix C contains the detailed LOS E/F link analysis.

**Table 7**  
**LOS E/F Link Volumes (PM Peak Hour & Peak Direction) – GPA Sites 2 & 3**

Link Set	Roadway	Segment	Volume Change
1	Brokaw Road	East of I-880	52
1	US 101	East of I-880	69
Link Set #1 Total Change			<b>121</b>
Link Set #1 Volume at 1.5% Threshold			112 <
2	Thirteenth Street	South of Jackson Street	32
2	US 101	South of Jackson Street	11
2	I-680	South of Jackson Street	-65
Link Set #2 Total Change			-22
Link Set #2 Volume at 1.5% Threshold			104 <
3	Mabury Road	East of US 101	12
Link Set #3 Total Change			12
Link Set #3 Volume at 1.5% Threshold			28 <
4	US 101	East of Tenth Street	69
4	Hedding Street	East of Tenth Street	41
4	Santa Clara Street	East of Tenth Street	-4
Link Set #4 Total Change			<b>106</b>
Link Set #4 Volume at 1.5% Threshold			79 <

Source: City of San Jose HOS III Sites 2 & 3 (GP03-04-07 & GP03-04-08) LOS E/F Link Analysis, April 2004.

## 4.

### **GPA Site 4 (GP03-03-13)**

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*GPA Site 4 – GP03-03-13* – is a 6.9-acre site located on property that extends from the southeast corner of Julian Street and 27<sup>th</sup> Street, to the south side of East St. John Street and both sides of North 26<sup>th</sup> Street. The site is located near a planned LRT line and the proposed BART alignment. Currently, the site is occupied by some single-family homes, various auto body uses, and other light industrial uses. The current adopted General Plan designation is for Light Industrial. The proposed GPA involves changing the City's General Plan Land Use Designation to Medium Density Residential (12-25 DU/Acre) on 3.4 acres and Medium High Density Residential (12-25 DU/Acre) on 3.5 acres. The proposed change in land use designation would produce a net change of 99 additional households and 311 fewer jobs relative to the current adopted General Plan land use designation.

This GPA site is exempt from an individual long-range impact analysis based on its size.

### **Existing Roadway Network and Transportation Facilities**

#### ***Surrounding Roadway Network***

Regional access to the study area is provided via US 101, SR 87 and I-680. These facilities are described below.

*US 101* is a north/south freeway with six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes in the vicinity of the GPA site. The HOV lanes terminate south of Bernal Road in south San Jose. A full interchange is located near the GPA site at McKee Road.

*SR 87* is a four-lane freeway that is aligned in a north-south orientation. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. SR 87 recently was upgraded to a grade-separated freeway between Julian Street and US 101. The upgrade includes new full interchanges at Taylor Street and Skyport Boulevard. Access to the GPA site is provided via its interchange with Julian Street.

*I-680* is a north/south freeway that extends from Contra Costa County south to Santa Clara County where it connects to I-280 at its interchange with US 101. I-680 has six lanes north of SR 237 and eight lanes south of SR 237. While a southbound HOV lane north of Calaveras Boulevard already exists, a northbound HOV lane is currently under construction on I-680 north of Calaveras Boulevard. The I-680 interchange at McKee Road provides the nearest freeway access to and from the GPA site.

Local access to the GPA site is provided by the roadways described below.

*Julian Street* is primarily a one-way westbound two-lane arterial within the downtown area. West and east of the downtown core at SR 87 and 17th Street, respectively, Julian Street is generally a two-way, two-lane facility. East of US 101, Julian Street transitions into McKee Road. Julian Street and McKee Road provide direct access to the GPA site.



*Santa Clara Street* is a four-lane east-west arterial located south of the GPA site. East of US 101 Santa Clara Street becomes Alum Rock Avenue, and west of SR 87 it becomes The Alameda. Santa Clara Street provides access to the GPA site via 27<sup>th</sup> Street.

*Lundy Avenue* is a four-lane north-south divided roadway with a landscaped median. Lundy has a posted speed limit of 40 mph and contains bike lanes from Trade Zone Boulevard to Berryessa Road. South of Berryessa Road, Lundy Avenue changes designation to King Road. Lundy Avenue provides access to the site via McKee Road.

*24<sup>th</sup> Street* is a residential street that provides access to the site via McKee Road. Twenty-fourth Street begins at Julian Street and extends southward to become McLaughlin Avenue south of William Street. McLaughlin Avenue provides direct access to I-280.

### ***Existing Bicycle and Pedestrian Facilities***

According to the City of San Jose Transportation Bicycle Network and the Valley Transportation Agency (VTA) Santa Clara Valley Bikeways Map, only two roadways contain City- and County-designated Class II bike lanes near the GPA site:

- 21<sup>st</sup> Street has Class II bike lanes between Santa Clara Street and William Street, and between Taylor Street and Julian Street.
- 17<sup>th</sup> Street has Class II bike lanes between Berryessa Road and Santa Clara Street.

The City of San Jose Transportation Bicycle Network is proposing to add additional bicycle facilities to roadways within the study area in the future. These roadways include the following:

- 22<sup>nd</sup> Street between Taylor Street and Empire Street.
- King Road between Berryessa Road and Capitol Expressway.
- Empire Street between 3<sup>rd</sup> Street and 22<sup>nd</sup> Street
- Washington Street between 4<sup>th</sup> Street and 21<sup>st</sup> Street
- McKee Road between 21<sup>st</sup> Street and Alum Rock Avenue

Pedestrian facilities in the study area consist primarily of sidewalks along the streets in most residential and commercial areas. Sidewalks are found along virtually all previously described local roadways in the study area.

### ***Existing Transit Service***

Existing transit service to the study area is provided by the VTA and is described below.

#### **VTA Bus Service**

The *12 line* provides service between the Eastridge Transit Center and the San Jose Civic Center on weekends only, with 30-minute headways. The 12 line operates along King Road and provides service to downtown San Jose.

The 22 line provides service between the Eastridge Transit Center and the Palo Alto/Menlo Park Caltrain station, with 10- to 20-minute headways during commute hours. The 22 line operates along Alum Rock Avenue/Santa Clara Street and provides service to downtown San Jose.

The 64 line provides service between the Almaden LRT station and East San Jose (Alum Rock and Miguelito), with 15-minute headways during commute hours. The 64 line operates along Alum Rock Avenue/Santa Clara Street and provides service to downtown San Jose.

The 72 line provides service between downtown San Jose and the Santa Teresa LRT station, with 15- to 30-minute headways during commute hours. The 72 line operates along 24<sup>th</sup> Street south of San Antonio Street in the study area.

The 77 line provides service between Milpitas and Evergreen College, with 15- to 30-minute headways during commute hours. The 77 line operates along King Road in the study area.

The 81 line provides service between Vallco Fashion Park and East San Jose, with 15- to 30-minute headways during commute hours. The 81 line operates along McKee Road/Julian Street and provides service to downtown San Jose.

#### **VTa Light Rail Transit (LRT) Service**

No light rail transit (LRT) stations currently exist within the study area. However, construction of the Tasman East and Capitol Light Rail Projects are currently underway and are described in Chapter 3.

### **Existing Intersection Levels of Service**

The results of the level of service analysis under existing conditions show that, measured against the City of San Jose level of service standards, all of the major signalized intersections in the vicinity of the GPA site currently operate at an acceptable LOS D or better during both peak hours of traffic.

Background conditions represent traffic conditions that would occur after all approved projects are completed and producing traffic on the street system. The results of the level of service analysis under background conditions show that all of the major signalized intersections in the vicinity of the GPA site would operate at acceptable levels of service during both peak hours of traffic.

The results of the intersection level of service analysis are summarized in Table 8.

### **Existing Freeway Levels of Service**

Traffic volumes on freeway segments in the vicinity of the GPA site were obtained from the Santa Clara County Congestion Management Program *2002 Monitoring & Conformance Report*. The results of the analysis, which are summarized in Table 9, show that twenty-one of the thirty directional freeway segments in the vicinity of the GPA site currently operate at an unacceptable LOS F during at least one of the peak hours of traffic.

**Table 8**  
**Existing and Background Intersection Levels of Service – GPA Site 4**

	Peak Hour	Existing		Background	
		Ave. Delay	LOS	Ave. Delay	LOS
US 101 and Alum Rock Avenue *	AM	10.0	A	9.6	A
	PM	15.4	B	16.7	B
US 101 and Santa Clara Street *	AM	12.0	B	10.9	B
	PM	16.4	B	15.4	B
King Road and Alum Rock Avenue *	AM	31.9	C	32.1	C
	PM	35.0	D	33.8	C
US 101 and Julian Street	AM	19.5	B	16.9	B
	PM	27.3	C	25.8	C
US 101 and McKee Road	AM	19.4	B	19.3	B
	PM	24.0	C	23.8	C
24th Street and Julian Street	AM	17.8	B	17.8	B
	PM	12.4	B	12.4	B
King Road and McKee Road	AM	41.0	D	51.8	D
	PM	48.4	D	47.1	D
24th Street and San Antonio Street	AM	14.4	B	14.4	B
	PM	12.6	B	12.6	B
24th Street and Santa Clara Street	AM	28.1	C	26.8	C
	PM	28.5	C	27.7	C
26th Street and Santa Clara Street	AM	12.9	B	12.9	B
	PM	16.4	B	16.4	B

\* Denotes a CMP intersection.

**Table 9**  
**Existing Freeway Levels of Service – GPA Site 4**

Facility	Direction	Segment		Existing Level of Service /a/			
		From	To	Mixed-Flow Lanes		HOV Lanes	
				AM	PM	AM	PM
SR 87	NB	Alma Avenue	I-280	A	A	--	--
	NB	I-280	Julian Street	A	A	--	--
	NB	Julian Street	Coleman Avenue	F	A	--	--
	SB	Coleman Avenue	Julian Street	A	A	--	--
	SB	Julian Street	I-280	A	F	--	--
	SB	I-280	Alma Avenue	A	F	--	--
US 101	NB	Story Road	I-280	F	A	F	A
	NB	I-280	Santa Clara Street	F	A	F	A
	NB	Santa Clara Street	McKee Road	F	A	F	A
	NB	McKee Road	Oakland Road	F	A	F	A
	SB	Oakland Road	McKee Road	A	F	A	B
	SB	McKee Road	Santa Clara Street	A	F	A	A
	SB	Santa Clara Street	I-280	A	F	A	A
	SB	I-280	Story Road	A	F	A	B
I-280	WB	US 101	McLaughlin Blvd	F	A	--	--
	WB	McLaughlin Blvd	10th Street	F	B	--	--
	WB	10th Street	SR 87	F	E	--	--
	EB	SR 87	10th Street	A	F	--	--
	EB	10th Street	McLaughlin Blvd	A	F	--	--
	EB	McLaughlin Blvd	US 101	A	A	--	--
I-680	NB	US 101	King Road	A	A	--	--
	NB	King Road	Capitol Expressway	B	B	--	--
	NB	Capitol Expressway	Alum Rock Avenue	F	A	--	--
	NB	Alum Rock Avenue	McKee Road	F	A	--	--
	NB	McKee Road	Berryessa Road	E	A	--	--
	SB	Berryessa Road	McKee Road	A	E	--	--
	SB	McKee Road	Alum Rock Avenue	D	E	--	--
	SB	Alum Rock Avenue	Capitol Expressway	F	A	--	--
	SB	Capitol Expressway	King Road	F	A	--	--
	SB	King Road	US 101	F	A	--	--

/a/ Level of Service based on vehicle speed.

Source: Santa Clara Valley Transportation Authority 2002 Monitoring and Conformance Report, April 2003.

## 5.

### **GPA Sites 5 (GP03-06-01) & 6 (GP03-06-02)**

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*GPA Site 5* is an 8.3-acre site generally bounded by SR 87, Curtner Avenue and Canoas Garden Avenue. The site is currently occupied by a women's residential center, a home, offices and storage space, and is located approximately 700 feet from an existing LRT station. The current adopted General Plan designation is for Light Industrial. The proposed GPA involves changing the City's General Plan Land Use Designation to High Density Residential (25-50 DU/Acre). This GPA site is exempt from an individual long-range impact analysis based on its size.

*GPA Site 6* is a 4.9-acre site located on the southeast corner of Curtner Avenue and Canoas Garden Avenue. The site is currently a Park and Ride lot and is located approximately 200 feet from an existing LRT station. The current adopted General Plan designation is for Public/Quasi-Public on 2.8 acres and Office on 2.1 acres. The proposed GPA involves changing the City's General Plan Land Use Designation to Transit Corridor Residential (20+ DU/Acre) and Public Park/Open Space. This GPA site is exempt from an individual long-range impact analysis based on its size.

GPA sites 5 and 6 were combined to create a scenario for a single model run since these GPA sites are located adjacent to one another. A long-range impact analysis was conducted for this combined scenario.

## **Existing Roadway Network and Transportation Facilities**

### ***Surrounding Roadway Network***

Regional access to the study area is provided by SR 87, SR 85, I-280 and Monterey Road (SR 82). These facilities are described below.

*SR 87* is a four-lane freeway that is aligned in a north-south orientation. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. SR 87 recently was upgraded to a grade-separated freeway between Julian Street and US 101. The upgrade includes new full interchanges at Taylor Street and Skyport Boulevard. Access to both GPA sites is provided via its interchange with Curtner Avenue.

*SR 85* is a predominantly north-south freeway that is oriented in an east-west direction in the vicinity of the GPA sites. It extends from Mountain View to south San Jose, terminating at US 101. SR 85 is a six-lane freeway with four mixed-flow lanes and two HOV lanes. SR 85 provides access to the GPA sites via its interchange with SR 87.

*I-280* is a north-south freeway that extends from San Francisco to San Jose and varies in width between six and eight lanes. I-280 is oriented in an east-west direction and is six lanes wide in the vicinity of the sites. I-280 provides access to both sites via its interchange at SR 87.

*Monterey Road (SR 82)* is a state highway that is a north-south six-lane arterial in the vicinity of the sites. It extends from Gilroy in the south to central San Jose in the north, where SR 82 ultimately

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becomes El Camino Real, extending all the way north to San Francisco. Monterey Road provides access to both GPA sites via Curtner Avenue.

Local access to the GPA sites is provided by the roadways are described below.

*Curtner Avenue* is an east-west arterial street extending from Camden Avenue near SR 17 to Tully Road just east of Monterey Road. It is four lanes wide in the vicinity of the sites. Curtner Avenue would provide direct access to both GPA sites.

*Tully Road* is an east-west arterial street extending from Monterey Road to Ruby Avenue in east San Jose. It is six lanes wide in the vicinity of the GPA sites. Tully Road provides access to both sites via its connection to Curtner Avenue.

*Almaden Expressway* is a north-south six-lane expressway extending from San Jose Avenue just north of the GPA sites to the Almaden Valley in south San Jose. Almaden Expressway provides access to both sites via a full-access interchange at Curtner Avenue.

*Lincoln Avenue* is a north-south arterial street extending from Park Avenue north of I-280, to its junction with Almaden Expressway. It is four lanes wide in the vicinity of the GPA sites. Lincoln Avenue would provide access to both sites via Curtner Avenue.

*Canoas Garden Avenue* is a north-south street extending from Sands Drive south of the sites, to on/off-ramps at Almaden Expressway. Canoas Garden begins again on the north side of Almaden Expressway and terminates at Old Almaden Road. It is two lanes wide in the vicinity of the GPA sites. Canoas Garden Avenue would provide direct access to both sites.

### ***Existing Bicycle and Pedestrian Facilities***

According to the City of San Jose Transportation Bicycle Network and the Valley Transportation Agency (VTA) Santa Clara Valley Bikeways Map, there are numerous city- and county-designated bikeways in the study area.

- Monterey Road has a City of San Jose Class II bicycle lane south of Curtner Avenue.
- Curtner Avenue has a City of San Jose and Santa Clara County Class II bicycle lane west of Monterey Road (continues as Tully Road to the east).
- Tully Road has a City of San Jose and Santa Clara County Class II bicycle lane east of Monterey Road (continues as Curtner Avenue to the west).
- Seventh Street has a City of San Jose and Santa Clara County Class II bicycle lane north of Tully Road.
- Tenth Street is a City of San Jose Class III bicycle route north of Tully Road.
- Senter Road has a City of San Jose and Santa Clara County Class II bicycle lane between Story Road/Keyes Street and Phelan Avenue.
- Minnesota Avenue is a City of San Jose Class III bicycle route between Bird Avenue and the Guadalupe River.
- Bird Avenue is a City of San Jose Class III bicycle route between Minnesota Avenue and Malone Road.
- Malone Road is a City of San Jose Class III bicycle route between Bird Avenue and Lincoln Avenue.
- Lincoln Avenue is a City of San Jose Class III bicycle route between Malone Road and Curtner Avenue.

- Willow Street has a City of San Jose Class II bicycle lane between Lincoln Avenue and the Guadalupe River.
- Bird Avenue has a City of San Jose Class III bicycle route north of Willow Street.
- Narvaez Avenue has a Santa Clara County Class II bicycle lane north of Capitol Expressway.

According to the City of San Jose Transportation Bicycle Network map, future bicycle facilities are planned on Monterey Road north of Curtner Avenue.

East of and adjacent to SR 87 is a City of San Jose and Santa Clara County multi-use trail between Willow Street and Curtner Avenue, and continues southward to connect to the bicycle lane on Narvaez Avenue. This path accesses the Tamien Caltrain/Light Rail station and the Curtner Light Rail Station. Bike lockers and bike racks are provided at both the Tamien and Curtner LRT stations. These bike paths are also available for use by pedestrians.

The streets fronting the GPA sites – Curtner Avenue and Canoas Garden Avenue – have sidewalks on both sides and crosswalks at the signalized intersection of Curtner Avenue and Canoas Garden Avenue. Other pedestrian facilities in the study area consist of sidewalks along many of the streets, as well as the pedestrian path described in the previous paragraph.

### ***Existing Transit Service***

Existing transit service to the study area is provided by the VTA and is described below.

#### **VTA Bus Service**

The 26 line provides regular service between Eastridge in San Jose and Lockheed in Sunnyvale via Curtner Avenue and Tully Road, with 20-minute headways during commute hours. The 26 line has stops at the Curtner LRT station and at the corner of Monterey Road and Curtner Avenue.

The 64 line provides regular service between the Almaden LRT station and Alum Rock & Migeulito in San Jose via Lincoln Avenue west of the sites, with 15-minute headways during commute hours.

The 66 line provides regular service between Santa Teresa Hospital and Milpitas via Monterey Road, with 15-minute headways during commute hours.

The 68 line provides regular service between the San Jose Diridon Caltrain Station and Gilroy/Gavilan College via Monterey Road, with 15-minute headways during commute hours.

The 501 line provides express service between Palo Alto and IBM/Bailey Avenue in south San Jose via SR 87, with 30- to 40-minute headways during commute hours.

#### **Light Rail Transit (LRT) Service**

The Curtner LRT station is located adjacent to the GPA sites. The Curtner LRT station provides a direct connection to VTA bus service and offers bicycle lockers. LRT service operates 24-hours, every 15 minutes during much of the day. The locations of the proposed GPA sites provides an excellent opportunity for commuters to utilize the light rail service.

## Caltrain

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. There are two Caltrain stations located within two miles of the GPA sites. The Tamien Caltrain station is located near SR 87 and Alma Avenue. The Capitol Caltrain station is located near Monterey Road and Hillsdale Avenue and includes a Park & Ride lot. Caltrain provides service with approximately 20- to 30-minute headways during commute hours.

## Existing Intersection Levels of Service

The results of the level of service analysis under existing conditions show that, measured against the City of San Jose level of service standards, all of the major signalized intersections in the vicinity of the GPA sites currently operate at an acceptable LOS D or better during both peak hours of traffic.

Background conditions represent traffic conditions that would occur after all approved projects are completed and producing traffic on the street system in the vicinity of the GPA sites. The results of the level of service analysis under background conditions show that all of the study intersections would operate at an acceptable LOS D or better during both peak hours of traffic.

The results of the intersection level of service analysis are summarized in Table 10.

**Table 10**  
**Existing and Background Intersection Levels of Service – GPA Sites 5 & 6**

	Peak Hour	Existing		Background	
		Ave. Delay	LOS	Ave. Delay	LOS
Curtner Avenue and Monterey Road *	AM	36.0	D	39.0	D
	PM	43.5	D	45.0	D
SR 87 and Curtner Avenue (East)	AM	24.5	C	25.3	C
	PM	35.8	D	40.1	D
SR 87 and Curtner Avenue (West)	AM	19.4	B	20.9	C
	PM	10.6	B	15.9	B
Almaden Road and Curtner Avenue	AM	43.5	D	43.8	D
	PM	48.3	D	49.1	D
Almaden Expressway and Curtner Avenue	AM	22.6	C	21.8	C
	PM	9.1	A	10.3	B
Canoas Garden Avenue and Curtner Avenue	AM	24.1	C	25.6	C
	PM	22.3	C	23.2	C
Curtner Avenue and Lincoln Avenue	AM	45.0	D	45.5	D
	PM	39.9	D	40.0	D

\* Denotes a CMP intersection.



## Existing Freeway Levels of Service

Traffic volumes on freeway segments in the vicinity of the GPA sites were obtained from the Santa Clara County Congestion Management Program *2002 Monitoring & Conformance Report*. The results of the analysis, which are summarized in Table 11, show that ten of the twenty freeway segments in the vicinity of the sites currently operate at an unacceptable LOS F during at least one of the peak hours.

**Table 11**  
**Existing Freeway Levels of Service – GPA Sites 5 & 6**

Facility	Direction	Segment		Existing Level of Service /a/			
		From	To	Mixed-Flow Lanes		HOV Lanes	
				AM	PM	AM	PM
SR 87	NB	SR 85	Capitol Expwy	A	A	--	--
	NB	Capitol Expwy	Curtner Avenue	F	A	--	--
	NB	Curtner Avenue	Almaden Expwy	F	A	--	--
	NB	Almaden Expwy	Alma Avenue	F	F	--	--
	NB	Alma Avenue	I-280	A	A	--	--
	NB	I-280	Julian Street	A	A	--	--
	SB	Julian Street	I-280	A	F	--	--
	SB	I-280	Alma Avenue	A	F	--	--
	SB	Alma Avenue	Almaden Expwy	D	F	--	--
	SB	Almaden Expwy	Curtner Avenue	A	E	--	--
	SB	Curtner Avenue	Capitol Expwy	A	E	--	--
	SB	Capitol Expwy	SR 85	A	A	--	--
SR 85	NB	Blossom Hill Road	SR 87	E	B	A	A
	NB	SR 87	Almaden Expwy	A	D	A	A
	SB	Almaden Expwy	SR 87	A	A	A	A
	SB	SR 87	Blossom Hill Road	A	E	A	A
I-280	WB	Tenth Street	SR 87	F	E	--	--
	WB	SR 87	Bird Avenue	F	F	--	--
	EB	Bird Avenue	SR 87	A	F	--	--
	EB	SR 87	Tenth Street	A	F	--	--

/a/ Level of Service based on vehicle speed.

Source: Santa Clara Valley Transportation Authority *2002 Monitoring and Conformance Report*, April 2003.

## Long Range Analysis of Traffic Impacts

Although GPA sites 5 and 6 separately are exempt from an individual long-range impact analysis (based on their size), the combined long-term effects of GPA sites 5 and 6 were analyzed together in a single model run since these sites are located adjacent to one another. The proposed changes in land use designation for GPA sites 5 and 6 would produce a combined net change of 577 additional households and 283 fewer jobs relative to the current adopted General Plan land use designations. Together, the

GPA's would result in 63 additional PM peak hour trips county-wide, with 252 additional PM peak hour trips at the sites. The Trip Analysis Summary is included in Appendix A.

### LOS E/F Link Analysis

Three sets of roadway links operate at LOS E/F for the adopted General Plan base case. The proposed General Plan Amendment sites 5 and 6 together would cause the peak direction volume to increase by more than 1.50% on link set # 1, which includes parallel roadways located north of Hamilton Avenue. Thus, based on impact criteria for the LOS E/F link analysis, the increase in volumes on these links as a result of the combined GPA sites 5 and 6 scenario constitutes a significant adverse traffic impact. The changes in trips on the LOS E/F links for sites 5 and 6 are shown in Table 12. Appendix C contains the detailed LOS E/F link analysis

**Table 12**  
**LOS E/F Link Volumes (PM Peak Hour & Peak Direction) – GPA Sites 5 & 6**

Link Set	Roadway	Segment	Volume Change
1	SR 87	North of Hamilton Avenue	3
1	Monterey Highway	North of Hamilton Avenue	2
1	McLaughlin Avenue	North of Hamilton Avenue	14
1	US 101	North of Hamilton Avenue	76
Link Set #1 Total Change			<b>95</b>
Link Set #1 Volume at 1.5% Threshold			94 <
2	Almaden Expressway	South of Capitol Expressway	28
2	Pearl Avenue	South of Capitol Expressway	3
Link Set #2 Total Change			31
Link Set #2 Volume at 1.5% Threshold			39 <
3	Blossom Hill Road	East of Monterey Highway	7
3	NB US 101 to WB SR 85	East of Monterey Highway	-29
Link Set #3 Total Change			-22
Link Set #3 Volume at 1.5% Threshold			53 <

Source: City of San Jose HOS III Sites 5 & 6 (GP03-06-01 & GP03-06-02) LOS E/F Link Analysis, April 2004.

## 6.

### **GPA Sites 7-12 (GP03-06-03, 04, 05, 06, 07 & 08)**

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*GPA Site 7* – (GP03-06-03) – is a 6.1-acre site located on both sides of Lincoln Avenue between West San Carlos Street and 640 feet north of Auzerais Avenue. This site is currently occupied by Mel Cotton's Sporting Goods and various light industrial uses. The current adopted General Plan designation of this site is for Combined Industrial/Commercial. The proposed GPA involves changing the City's General Plan Land Use Designation to High Density Residential (25-65 DU/Acre) with General Commercial Overlay. This site is exempt from an individual long-range impact analysis based on its size.

*GPA Site 8* – (GP03-06-04) – is a 14.8-acre site located on both sides of Lincoln Avenue between Auzerais Avenue and 250 feet south of West San Carlos Street. This site is currently occupied by various light industrial uses. The current adopted General Plan designation of this site is for Combined Industrial/Commercial. The proposed GPA involves changing the City's General Plan Land Use Designation to High Density Residential (25-65 DU/Acre). An individual long-range impact analysis was conducted for this site.

*GPA Site 9* – (GP03-06-05) – is a 5.8-acre site located on the south side of Auzerais Avenue between Race Street and Lincoln Avenue. This site is currently occupied by a medical office building, a roofing company and an auto body repair company. The current adopted General Plan designation of this site is for Combined Industrial/Commercial. The proposed GPA involves changing the City's General Plan Land Use Designation to Industrial Park. This site is exempt from an individual long-range impact analysis based on its size.

*GPA Site 10* – (GP03-06-06) – is a 5.9-acre site located on the south side of Auzerais Avenue between Race Street and Sunol Street. This site is currently occupied by a tow truck company and various light industrial uses. The current adopted General Plan designation of this site is for Combined Industrial/Commercial. The proposed GPA involves changing the City's General Plan Land Use Designation to Transit Oriented Mixed-Use. An individual long-range impact analysis was conducted for this site.

*GPA Site 11* – (GP03-06-07) – is a 7.1-acre site located on the south side of Auzerais Avenue between Sunol Street and Los Gatos Creek. A portion of the vacated Del Monte packing plant makes up this site. The current adopted General Plan designation of this site is for Combined Industrial/Commercial on 6.7 acres and Heavy Industrial on 0.4 acres. The proposed GPA involves changing the City's General Plan Land Use Designation to Public Park/Open Space on 6.7 acres and Mixed-Use#16 on 0.4 acres. This site is exempt from an individual long-range impact analysis based on its size.

*GPA Site 12* – (GP03-06-08) – is a 5.1-acre site located on the northwest corner of Savaker Street and Sunol Street. This site is currently occupied by Penske Truck Rental, an electrical supply company, Cottage Grove Printing, and an auto tire shop. The current adopted General Plan designation of this site is for Heavy Industrial. The proposed GPA involves changing the City's General Plan Land Use Designation to Industrial Park. This site is exempt from an individual long-range impact analysis based on its size.

In addition to the individual long-range impact analyses conducted for GPA sites 8 and 10, GPA sites 7 through 12 were combined to create a scenario for a single model run since these GPA sites are located in close proximity to one another. A long-range impact analysis was conducted for this combined scenario.

## Existing Roadway Network and Transportation Facilities

### Surrounding Roadway Network

Regional access to the study area is provided by I-280, SR 87 and I-880. These facilities are described below.

*I-280* extends from US 101 in San Jose to I-80 in San Francisco. It is generally an eight-lane freeway in the vicinity of downtown San Jose. It also has auxiliary lanes between some interchanges. The section of I-280 just north of the Bascom Avenue over-crossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. Access to the GPA sites to and from I-280 is provided via interchanges at Bird Avenue and Meridian Avenue. Site access from I-280 also is available via its interchange with SR 87.

*SR 87* is a four-lane freeway that is aligned in a north-south orientation. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. SR 87 recently was upgraded to a grade-separated freeway between Julian Street and US 101. The upgrade includes new full interchanges at Taylor Street and Skyport Boulevard. Access to the GPA sites is provided via partial interchanges at Park Avenue (SB off-ramp and NB on-ramp), Auzerais Avenue (SB on-ramp) and Woz Way (NB off-ramp).

*I-880* is a north/south freeway providing regional access from East Bay cities to San Jose, where it ultimately becomes SR 17 and extends into Santa Cruz. Within the Cities of San Jose and Milpitas, I-880 primarily is a six-lane freeway as a result of the recent freeway widening. North of Great Mall Parkway, I-880 widens to eight lanes. Access to the GPA sites to and from I-880 is provided via an interchange at The Alameda. Site access to and from I-880 also is available via its interchange with I-280.

Local access to the GPA sites is provided by the following roadways:

*Auzerais Avenue* is a two-lane arterial providing access to southbound SR 87 and the GPA sites. Auzerais extends east to west from Woz Way to Meridian Avenue. Land uses located along Auzerais are generally residential and light industrial. The posted speed limit on Auzerais is 25 mph.

*San Carlos Street* is an east-west four-lane arterial that extends from San Jose State University westward, ultimately becoming Stevens Creek Boulevard west of Bascom Avenue. Land uses located along San Carlos are generally retail, with parking and sidewalks provided on both sides of the street. San Carlos is grade separated where it passes over the Southern Pacific Railroad tracks. San Carlos has a posted speed limit of 25 mph east of Bird Avenue, and a posted speed limit of 35 mph west of Bird Avenue.

*Park Avenue* is an arterial in the vicinity of the GPA sites providing direct access to SR 87. Park extends east to west from Market Street to Meridian Avenue where it bends to the north, terminating at Santa Clara University. Between Market Street and Delmas Avenue, Park consists of four lanes. Park narrows to two lanes between Delmas and Montgomery Street, and widens back to four lanes from Montgomery to Sunol Street. Park consists of two lanes from Sunol to its terminus at Santa Clara University. Bike lanes are located along this two-lane segment of Park. Land uses located along Park Avenue are predominantly residential and commercial. Park has a posted speed limit of 30 mph.

*San Fernando Street* is a two-lane east-west roadway that extends from the San Jose Diridon Station through downtown San Jose.

*The Alameda* is generally a four-lane north-south arterial that runs from Santa Clara University to the downtown San Jose area where it becomes Santa Clara Street. The Alameda provides access to the GPA sites via Race Street and Sunol Street.

*Parkmoor Avenue* runs parallel to and north of I-280, providing direct access to I-280 from the GPA sites. Parkmoor is a one-way street between Meridian Avenue and Bascom Avenue in the westward direction. Within the study area, Parkmoor consists of two lanes between Lincoln Avenue and Race Street and four lanes between Race Street and Meridian Avenue.

*Meridian Avenue* is a north-south major arterial extending from Park Avenue south to the Almaden Valley. Within the area of the GPA sites, Meridian consists of four lanes and has a posted speed limit of 35 mph. Meridian has an interchange with I-280. Land uses located along Meridian in the area are generally commercial.

*Race Street* is a two-lane roadway extending from The Alameda to just south of I-280, where it becomes Cherry Avenue. The posted speed limit on Race is 25 mph north of San Carlos, and 30 mph south of San Carlos. Land uses located along Race are generally commercial. Race Street has a partial interchange (northbound off-ramp) with I-280.

*Lincoln Avenue* is a north-south arterial surrounded by a mix of commercial and light industrial land uses within the area of the GPA sites. It extends south through Willow Glen. Lincoln consists of four lanes and has a posted speed limit of 35 mph south of San Carlos. Lincoln consists of two lanes and has a posted speed limit of 25 mph north of San Carlos.

*Sunol Street* is a north-south two-lane street that extends from I-280 to The Alameda through a mix of residential and light industrial land uses. The posted speed limit along the majority of Sunol is 25mph. Sunol has sidewalks on both sides of the street and parallel parking on the west side of the street.

*Bird Avenue* is a four- to six-lane north-south arterial that provides access to I-280 and the downtown area. Bird Avenue extends from the Willow Glen area of San Jose to Park Avenue, where it splits into a pair of one-way streets – Montgomery Street and Autumn Street. Bird has a posted speed limit of 35 mph.

*Montgomery Street* is a one-way (southbound) street that runs between Santa Clara Street and Park Avenue, after which it becomes Bird Avenue.

*Autumn Street* is a one-way (northbound) street between Santa Clara Street and Park Avenue. North of Santa Clara Street, it becomes a two-way arterial that extends northward to Julian Street.

*Delmas Avenue* is a north-south street with a posted speed limit of 25 mph. Delmas is a designated southbound one-way street between Park and Auzerais. The segment between San Fernando Street and Santa Clara Street serves two-way traffic. Currently, Delmas Avenue has only one travel lane with on-street parking on the segment between San Fernando Street and Park Avenue. Between Park Avenue and San Carlos Street, Delmas Avenue widens to a two-lane street. At Auzerais Avenue, Delmas Avenue provides direct access to southbound SR 87.

## ***Existing Bicycle and Pedestrian Facilities***

The Guadalupe River Trail extends from Discovery Meadow at Woz Way to the Arena Green located adjacent to the HP Pavilion. This paved trail is a Class I Bikeway that is shared with pedestrians and is separated from motor vehicle traffic. The trail is located on the east bank of the Guadalupe River.

None of the streets in the study area include Class II county-designated bike lanes. However, the City of San Jose Transportation Bicycle Network (TBN) identifies the following existing Class III bike routes in the vicinity of the GPA sites:

- Bird Avenue, between Willow Street and Park Avenue
- Montgomery and Autumn Streets, between Park Avenue and Santa Clara Street
- The Alameda, between Autumn Street and Saratoga Avenue
- Park Avenue, between Meridian Avenue and Taylor Street

According to the TBN map, bike facilities are planned along the following roadways in the future:

- Lincoln Avenue, between Willow Street and Park Avenue
- Race Street, between Fruitdale Avenue and The Alameda
- Meridian Avenue, between Willow Street and Park Avenue
- Parkmoor Avenue, between Lincoln Avenue and Bascom Avenue
- Moorpark Avenue, between Winchester Boulevard and Meridian Avenue
- San Carlos Street, between Fourth Street and Winchester Boulevard
- San Fernando Street, between Seventeenth Street and Los Gatos Creek
- Almaden Avenue/Vine Street, between Willow Street and San Carlos Street
- Leigh Avenue, between Parkmoor Avenue and Curtner Avenue

Pedestrian facilities in the study area include sidewalks, pedestrian push buttons and signal heads at intersections. Sidewalks are found along all of the previously described local roadways in the study area and along the streets and collectors near the GPA sites. The San Jose Diridon Caltrain/Amtrak station is located to the north within walking distance of the GPA sites on Cahill Street.

## ***Existing Transit Service***

Existing transit service to the study area is provided by the VTA and Caltrain. These are described below.

### **VTA Bus Service**

The downtown area is served directly by several local buses. Access to the downtown core from outside its boundaries is provided by numerous bus lines. The bus lines that operate closest to the GPA sites are listed in Table 13, including their terminus points and commute hour headways.

VTA also provides a shuttle service within the study area. The downtown area shuttle (DASH) provides shuttle service from the San Jose Diridon Caltrain station to the Paseo De San Antonio and Convention Center LRT stations via San Fernando Street and West San Carlos Street.

**Table 13**  
**Bus Service in the Study Area**

Route	Route Description	Headways* (minutes)
Local Route 22	Eastridge to Palo Alto/Menlo Park Caltrain Station	10 - 20
Local Route 23	Downtown SJ to San Antonio Shopping Center and Foothill College	15 - 30
Local Route 36	Vallco Fashion Park to East San Jose	30
Local Route 63	San Jose State University to Almaden Valley	30
Local Route 64	Almaden LRT Station to Alum Rock and Miguelito	15
Local Route 65	Almaden LRT Station to San Jose State University	30
Local Route 66	Santa Teresa Hospital to Milpitas	15
Local Route 68	San Jose Diridon Station to Gilroy/Gavilan College	15
Local Route 81	Vallco Fashion Park to East San Jose	15 - 30
Local Route 85	Lawrence Expwy and Moorpark to 10th St and Hedding St	30
Limited Stop Route 300	East San Jose to Palo Alto Caltrain Station	20 - 30
Limited Stop Route 304	South San Jose to Mountain View	15 - 30
Limited Stop Route 305	Santa Teresa Caltrain Station to Mountain View Transit Center	60
Express Route 180	San Jose Diridon Station to Fremont BART Station	15 - 20
Express Route 501	IBM Bailey Road to Palo Alto	30 - 40
Express Route 503	Eastridge to Palo Alto	30 - 60
Highway 17 Express	Downtown San Jose to Scotts Valley	15 - 60

\* Headways during peak commute periods

### VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 30.5-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Mountain View and Sunnyvale. The service operates 24-hours a day with 10-minute headways during peak hours.

Currently, the closest LRT station is located east of the GPA sites next to the Children's Discovery Museum. However, construction of the Vasona Light Rail Extension Project began in March 2001, and includes construction of a new LRT station adjacent to the GPA sites. Service between downtown San Jose and Winchester in Campbell is anticipated to begin in January 2006. The Vasona LRT project is described below.

### Vasona Light Rail Transit Project

The 6.8-mile Vasona Light Rail Extension currently is under construction and will be built in two phases. The extension will add 11 new stations between Woz Way and Los Gatos, and includes construction of a new traffic signal at the intersection of Auzerai Avenue and Sunol Street. The Vasona Light Rail will operate primarily on the existing Union Pacific Railroad right-of-way between the San Jose Diridon station and Vasona junction, with the segment between the San Fernando and San Jose Diridon stations operating within a tunnel alignment. The first phase of the Vasona Light Rail Project, a 5.3-mile extension from downtown San Jose to the Winchester station in Campbell, will add 9 new stations. These include the San Fernando, San Jose Diridon, Race, Fruitdale, Bascom, Hamilton, Downtown Campbell, Winchester and West San Carlos Street stations. The proposed West San Carlos Station will be near the GPA sites. The first phase of construction will add 102 parking spaces at the Bascom station and 55

spaces at the Winchester station. The second phase of this project, a 1.5-mile segment from the Winchester station in Campbell to the Vasona junction in Los Gatos, will add the Hacienda and Vasona Junction stations. Phase 2 will add between 163 and 220 parking spaces at the Vasona Junction station. Expected daily ridership on the Vasona Light Rail Extension is 8,000 to 9,000 riders.

## Existing Intersection Levels of Service

The results of the level of service analysis under existing conditions show that, measured against the City of San Jose level of service standards, all of the major signalized intersections in the vicinity of the GPA sites currently operate at an acceptable LOS D or better during both peak hours of traffic.

Background conditions represent traffic conditions that would occur after all approved projects are completed and producing traffic on the street system in the vicinity of the GPA sites. The results of the level of service analysis under background conditions show that all of the study intersections would operate at an acceptable LOS D or better during both peak hours of traffic.

The results of the intersection level of service analysis are summarized in Table 14.

## Existing Freeway Levels of Service

Traffic volumes on freeway segments in the vicinity of the GPA sites were obtained from the Santa Clara County Congestion Management Program *2002 Monitoring & Conformance Report*. The results of the analysis, which are summarized in Table 15, show that thirteen of the sixteen directional freeway segments in the vicinity of the GPA sites currently operate at an unacceptable LOS F during at least one of the peak hours of traffic.

## Long Range Analysis of Traffic Impacts

For GPA site 8 (GP03-06-04), the proposed change in land use designation would produce a net change of 814 additional households and 667 fewer jobs relative to the current adopted General Plan land use designation. The GPA would result in 37 fewer PM peak hour trips county-wide, with 73 net additional PM peak hour trips at the site.

For GPA site 10 (GP03-06-06), the proposed change in land use designation would produce a net change of 443 additional households and 193 fewer jobs relative to the current adopted General Plan land use designation. The GPA would result in 58 additional PM peak hour trips county-wide and 160 net additional PM peak hour trips at the site.

The combined long-term effects of GPA sites 7 through 12 were analyzed together in a single model run due to their close proximity to one another. The proposed changes in land use designation for all six GPA sites would produce a combined net change of 1,593 additional households and 1,380 fewer jobs relative to the current adopted General Plan land use designations. Together, the GPAs would result in 39 additional PM peak hour trips county-wide, with 277 net additional PM peak hour trips at the sites. The Trip Analysis Summary is included in Appendix A.



**Table 14**  
**Existing and Background Intersection Levels of Service – GPA Sites 7-12**

Intersection	Peak Hour	Existing		Background	
		Ave. Delay	LOS	Ave. Delay	LOS
I-280 & Bird Avenue (North) *	AM	29.6	C	27.3	C
	PM	30.8	C	24.5	C
I-280 & Bird Avenue (South) *	AM	26.2	C	32.7	C
	PM	23.3	C	29.7	C
Bird Avenue & San Carlos Street *	AM	29.1	C	31.6	C
	PM	43.0	D	36.4	D
SR 87 Northbound Off-ramp & Woz Way	AM	10.1	B	8.8	A
	PM	10.2	B	10.4	B
Bird Avenue & Auzerais Avenue	AM	27.3	C	24.4	C
	PM	21.8	C	22.1	C
Delmas Avenue & Auzerais Avenue	AM	15.5	B	16.2	B
	PM	16.7	B	17.5	B
Lincoln Avenue & Auzerais Avenue	AM	20.8	C	21.3	C
	PM	24.8	C	25.0	C
Meridian Avenue & Auzerais Avenue	AM	6.7	A	9.0	A
	PM	8.6	A	10.1	B
Race Street & Auzerais Avenue	AM	9.4	A	9.5	A
	PM	8.2	A	8.3	A
Woz Way & Auzerais Avenue	AM	13.4	B	12.7	B
	PM	20.1	C	19.1	B
Delmas Avenue & Park Avenue	AM	22.0	C	21.9	C
	PM	24.6	C	24.3	C
Lincoln Avenue & San Carlos Street	AM	30.2	C	30.7	C
	PM	35.5	D	40.7	D
Meridian Avenue & Parkmoor Avenue	AM	29.7	C	31.6	C
	PM	29.0	C	38.0	D
Meridian Avenue & San Carlos Street	AM	35.5	D	38.2	D
	PM	39.6	D	41.8	D
Montgomery Street & Park Avenue	AM	17.8	B	18.5	B
	PM	28.1	C	27.9	C
Race Street & Park Avenue	AM	12.6	B	12.6	B
	PM	13.0	B	13.0	B
Race Street & San Carlos Street	AM	25.5	C	26.7	C
	PM	28.4	C	29.7	C
Sunol Street & San Carlos Street	AM	16.3	B	16.3	B
	PM	15.8	B	15.8	B
Sunol Street & Auzerais Avenue	AM	13.0	B	12.4	B
	PM	14.6	B	13.7	B

\* Denotes a CMP intersection.

**Table 15**  
**Existing Freeway Levels of Service – GPA Sites 7-12**

Facility	Direction	Segment		Existing Level of Service /a/			
		From	To	Mixed-Flow Lanes		HOV Lanes	
				AM	PM	AM	PM
I-280	EB	I-880	Meridian Avenue	A	F	A	D
	EB	Meridian Avenue	Bird Avenue	B	F	--	--
	EB	Bird Avenue	SR 87	A	F	--	--
	EB	SR 87	Tenth Street	A	F	--	--
	WB	Tenth Street	SR 87	F	E	--	--
	WB	SR 87	Bird Avenue	F	F	--	--
	WB	Bird Avenue	Meridian Avenue	F	E	--	--
	WB	Meridian Avenue	I-880	F	A	F	A
SR 87	NB	Almaden Expwy	Alma Avenue	F	F	--	--
	NB	Alma Avenue	I-280	A	A	--	--
	NB	I-280	Julian Street	A	A	--	--
	NB	Julian Street	Coleman Avenue	F	A	--	--
	SB	Coleman Avenue	Julian Street	A	A	--	--
	SB	Julian Street	I-280	A	F	--	--
	SB	I-280	Alma Avenue	A	F	--	--
	SB	Alma Avenue	Almaden Expwy	D	F	--	--

/a/ Level of Service based on vehicle speed.

Source: Santa Clara Valley Transportation Authority 2002 Monitoring and Conformance Report, April 2003.

In the study area the principal directionality of traffic is southbound in the PM peak hour, due to the predominance of employment in the north San Jose area and the predominance of housing south of the GPA sites. The proposed land uses would generate residential trips and, thus, would attract primary trips from employment zones in the vicinity of the sites and north of the sites. The proposed use thus would produce a more balanced directionality than is typical for industrial or employment type uses in the area.

## LOS E/F Link Analysis – GPA Site 8

Two sets of roadway links operate at LOS E/F for the adopted General Plan base case. The proposed General Plan Amendment site 8 would cause the peak direction volume to increase by more than 1.50% on link set # 2, which includes parallel roadways located south of Naglee Avenue. Thus, based on impact criteria for the LOS E/F link analysis, the increase in volumes on these links as a result of the proposed GPA site 8 constitutes a significant adverse traffic impact. The changes in trips on the LOS E/F links for site 8 are shown in Table 16. Appendix C contains the detailed LOS E/F link analysis.

**Table 16**  
**LOS E/F Link Volumes (PM Peak Hour & Peak Direction) – GPA Site 8**

Link Set	Roadway	Segment	Volume Change
1	SR 17	South of I-280	-49
1	Meridian Avenue	South of I-280	42
1	Bird Avenue	South of I-280	-26
1	SR 87	South of I-280	-20
1	Vine Street	South of I-280	-17
1	First Street	South of I-280	-14
Link Set #1 Total Change			-84
Link Set #1 Volume at 1.5% Threshold			65 <
2	I-880	South of Naglee Avenue	4
2	Bascom Avenue	South of Naglee Avenue	55
2	The Alameda	South of Naglee Avenue	-25
2	Coleman Avenue	South of Naglee Avenue	6
2	SR 87	South of Naglee Avenue	64
Link Set #2 Total Change			<b>104</b>
Link Set #2 Volume at 1.5% Threshold			71 <

Source: City of San Jose HOS III Site 8 (GP03-06-04) LOS E/F Link Analysis, April 2004.

## LOS E/F Link Analysis – GPA Site 10

Two sets of roadway links operate at LOS E/F for the adopted General Plan base case. The proposed General Plan Amendment site 10 would not cause the peak direction volume to increase by more than 1.50% on either set of links. Thus, based on impact criteria for the LOS E/F link analysis, the increase in volumes on these links as a result of the proposed GPA site 10 constitutes a less than significant traffic impact. The changes in trips on the LOS E/F links for site 10 are shown in Table 17. Appendix C contains the detailed LOS E/F link analysis.

**Table 17**  
**LOS E/F Link Volumes (PM Peak Hour & Peak Direction) – GPA Site 10**

Link Set	Roadway	Segment	Volume Change
1	SR 17	South of I-280	-42
1	Meridian Avenue	South of I-280	8
1	Bird Avenue	South of I-280	-18
1	SR 87	South of I-280	-12
1	Vine Street	South of I-280	4
1	First Street	South of I-280	-22
Link Set #1 Total Change			-82
Link Set #1 Volume at 1.5% Threshold			65 <
2	I-880	South of Naglee Avenue	-1
2	Bascom Avenue	South of Naglee Avenue	40
2	The Alameda	South of Naglee Avenue	-29
2	Coleman Avenue	South of Naglee Avenue	-40
2	SR 87	South of Naglee Avenue	74
Link Set #2 Total Change			44
Link Set #2 Volume at 1.5% Threshold			71 <

Source: City of San Jose HOS III Site 10 (GP03-06-06) LOS E/F Link Analysis, April 2004.

## LOS E/F Link Analysis – GPA Sites 7 Through 12

Two sets of roadway links operate at LOS E/F for the adopted General Plan base case. The proposed General Plan Amendment sites 7 through 12 together would cause the peak direction volume to increase by more than 1.50% on link set # 2, which includes parallel roadways located south of Naglee Avenue. Thus, based on impact criteria for the LOS E/F link analysis, the increase in volumes on these links as a result of the GPA sites 7 through 12 combined scenario constitutes a significant adverse traffic impact. The changes in trips on the LOS E/F links for sites 7 through 12 are shown in Table 18. Appendix C contains the detailed LOS E/F link analysis.

**Table 18**  
**LOS E/F Link Volumes (PM Peak Hour & Peak Direction) – GPA Sites 7-12**

Link Set	Roadway	Segment	Volume Change
1	SR 17	South of I-280	-44
1	Meridian Avenue	South of I-280	26
1	Bird Avenue	South of I-280	-19
1	SR 87	South of I-280	-24
1	Vine Street	South of I-280	29
1	First Street	South of I-280	15
Link Set #1 Total Change			-17
Link Set #1 Volume at 1.5% Threshold			65 <
2	I-880	South of Naglee Avenue	-14
2	Bascom Avenue	South of Naglee Avenue	28
2	The Alameda	South of Naglee Avenue	-13
2	Coleman Avenue	South of Naglee Avenue	87
2	SR 87	South of Naglee Avenue	18
Link Set #2 Total Change			<b>106</b>
Link Set #2 Volume at 1.5% Threshold			71 <

Source: City of San Jose HOS III Sites 7-12 (GP03-06-03, 04, 05, 06, 07, 08) LOS E/F Link Analysis, April 2004.

## 7.

# All HOS III GPA Sites Combined

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The purpose of the Housing Opportunities Study (HOS) Phase III GPA combined scenario is to evaluate the long-range cumulative traffic impacts of the proposed changes in General Plan land use designation associated with all twelve 2003 HOS III GPA sites in the City of San Jose. This chapter includes a detailed description of the long-range traffic impacts on the citywide transportation system associated with the HOS III GPA sites.

## Long Range Analysis of Traffic Impacts

Collectively, the proposed land use changes associated with the 2003 HOS Phase III GPA study would produce a net change of 3,204 additional households and 2,330 fewer jobs relative to the current adopted General Plan land use designations. The GPAs would result in 311 additional PM peak hour trips county-wide. The Trip Analysis Summary is included in Appendix A.

## Screenline Analysis

Screenlines for the long-range analysis are based on boundaries of the three City of San Jose Special Subareas: North San Jose, Evergreen and South San Jose. Increases in peak direction volumes across the identified screenlines for each Special Subarea were analyzed for the combination of all twelve proposed GPAs to determine the long-term effects of all the proposed land use changes. For the proposed GPAs, the volumes on the identified screenlines are not projected to increase significantly within any the Special Subareas. Thus, the proposed land use changes associated with all twelve HOS III GPA sites collectively would not result in a significant adverse traffic impact based on performance criteria for screenline analysis. The results of the screenline analysis for the HOS III combined GPA scenario are presented below in Table 19. Appendix C contains the detailed screenline analysis.

## LOS E/F Link Analysis

Nine sets of roadway links operate at LOS E/F for the adopted General Plan base case. The proposed General Plan Amendments collectively would cause the peak direction volumes to increase by more than 1.50% on link sets # 6 and # 9, which are made up of parallel roadways located south of Capitol Expressway and Naglee Avenue, respectively. Therefore, based on impact criteria for the LOS E/F link analysis, the increase in volumes on these links as a result of the twelve proposed General Plan Amendments collectively constitutes a significant adverse traffic impact. The changes in trips on the LOS E/F links are shown in Table 20. Appendix C contains the detailed LOS E/F link analysis.

**Table 19**  
**Screenline Analysis (PM Peak Direction) – HOS III Combined GPAs**

Base							Totals	Outbound Totals
From	District	To						
		1	2	3	4	5		
	1	6,674	1,449	1,098	11,907	15,467	36,595	29,921
	2	292	14,098	765	6,608	2,630	24,393	
	3	220	1,542	20,580	11,580	8,219	42,141	
	4	3,472	10,106	12,558	127,721	45,741	199,598	
5	6,374	7,410	8,797	66,655	277,641	366,877		
Totals:		17,032	34,605	43,798	224,471	349,698	669,604	
Total Inbound:			20,507	23,218				

Project		To					Totals	Outbound Totals
	District	1	2	3	4	5		
From	1	6,667	1,435	1,098	12,005	15,402	36,607	29,940
	2	289	14,099	757	6,652	2,612	24,409	
	3	225	1,533	20,619	11,573	8,182	42,132	
	4	3,463	10,042	12,412	128,118	45,647	199,682	
	5	6,356	7,417	8,810	67,089	277,413	367,085	
Totals:		17,000	34,526	43,696	225,437	349,256	669,915	
Total Inbound:			20,427	23,077				

Change: 311  
Percent Change: 0.05%

**Evergreen Subarea**

Change to Inbound Volume: -80  
Percent Change: -0.39% (Significant impact for Evergreen = 0.10%)

**South San Jose Subarea**

Change to Inbound Volume: -141  
Percent Change: -0.61% (Significant impact for South San Jose = 0.20%)

**North San Jose Subarea**

Change to Outbound Volume: 19  
Percent Change: 0.06% (Significant impact for North San Jose = 0.20%)

**Notes:**

District 1 is North San Jose  
District 2 is Evergreen  
District 3 is South San Jose  
District 4 is Remainder of City  
District 5 is Remainder of County

Source: City of San Jose General Plan Amendments HOS III All Sites Combined Screenlines Analysis  
in the PM Peak Direction, April 2004.

**Table 20**  
**LOS E/F Link Volumes (PM Peak Hour & Direction) – HOS III Combined GPAs**

Link Set	Roadway	Segment	Volume Change
1	Brokaw Road	East of I-880	27
1	US 101	East of I-880	52
	Link Set #1 Total Change		79
	Link Set #1 Volume at 1.5% Threshold		112 <
2	Thirteenth Street	South of Jackson Street	20
2	US 101	South of Jackson Street	45
2	I-680	South of Jackson Street	-109
	Link Set #2 Total Change		-44
	Link Set #2 Volume at 1.5% Threshold		104 <
3	Mabury Road	East of US 101	15
	Link Set #3 Total Change		15
	Link Set #3 Volume at 1.5% Threshold		28 <
4	US 101	East of Tenth Street	52
4	Hedding Street	East of Tenth Street	-19
4	Santa Clara Street	East of Tenth Street	0
	Link Set #4 Total Change		33
	Link Set #4 Volume at 1.5% Threshold		79 <
5	SR 87	North of Hamilton Avenue	11
5	Monterey Highway	North of Hamilton Avenue	-10
5	McLaughlin Avenue	North of Hamilton Avenue	-12
5	US 101	North of Hamilton Avenue	31
	Link Set #5 Total Change		20
	Link Set #5 Volume at 1.5% Threshold		94 <
6	Almaden Expressway	South of Capitol Expressway	41
6	Pearl Avenue	South of Capitol Expressway	8
	Link Set #6 Total Change		49
	Link Set #6 Volume at 1.5% Threshold		39 <

Source: City of San Jose HOS III All Sites Combined LOS E/F Link Analysis, April 2004.



**Table 20 (Continued)**  
**LOS E/F Link Volumes (PM Peak Hour & Direction) – HOS III Combined GPAs**

Link Set	Roadway	Segment	Volume Change
7	Blossom Hill Road	East of Monterey Highway	16
7	NB US 101 to WB SR 85	East of Monterey Highway	-28
	Link Set #7 Total Change		-12
	Link Set #7 Volume at 1.5% Threshold		53 <
8	SR 17	South of I-280	-53
8	Meridian Avenue	South of I-280	15
8	Bird Avenue	South of I-280	-35
8	SR 87	South of I-280	-6
8	Vine Street	South of I-280	-23
8	First Street	South of I-280	61
	Link Set #8 Total Change		-41
	Link Set #8 Volume at 1.5% Threshold		65 <
9	I-880	South of Naglee Avenue	-34
9	Bascom Avenue	South of Naglee Avenue	37
9	The Alameda	South of Naglee Avenue	17
9	Coleman Avenue	South of Naglee Avenue	54
9	SR 87	South of Naglee Avenue	59
	Link Set #9 Total Change		<b>133</b>
	Link Set #9 Volume at 1.5% Threshold		71 <

Source: City of San Jose HOS III All Sites Combined LOS E/F Link Analysis, April 2004.

## 8.

# Cumulative Impacts

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This chapter presents the long-term grand cumulative traffic impacts on the citywide transportation system associated with all of the proposed Spring, Summer and Fall 2004 General Plan Amendments (GPAs) in the City of San Jose. The following land use and network amendments were evaluated for cumulative impacts:

### Land Use Amendments

GP03-02-04	GP03-03-13	GP03-01-02	GP03-05-01
GP03-02-05	GP03-06-01	GP03-03-01	GP03-05-03
GP03-03-15	GP03-06-02	GP03-03-02	GP03-05-04
GP03-03-16	GP03-06-03	GP03-03-03	GP03-07-01
GP03-03-17	GP03-06-04	GP03-03-05	GP03-07-02
GP03-03-18	GP03-06-05	GP03-03-06	GP03-07-03
GP03-05-06	GP03-06-06	GP03-03-07	GP03-07-05
GP03-05-08	GP03-06-07	GP03-03-08	GP03-07-06
GP03-05-09	GP03-06-08	GP03-03-09	GP03-07-07
GP03-05-10	GP01-06-09	GP03-03-10	GP03-07-08
GP03-07-11	GP01-06-10	GP03-04-01	GP03-07-09
GP03-06-09	GP01-06-11	GP03-04-02	GP03-07-10
GP03-10-02	GP01-06-12	GP03-04-03	GP03-08-01
GP03-04-08	GP02-07-03	GP03-04-04	Martha Gardens
GP03-04-07	GP02-07-04	GP03-04-05	
GP03-10-01	GP02-08-04	GP03-04-06	

The sixty-two proposed land use amendments would produce a net change of 7,395 additional households and 9,126 fewer jobs relative to the current adopted General Plan.

### Network Amendments

GP03-02-01	GP03-02-02	GP03-03-01	GP03-03-12	GP03-T-11
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For individual General Plan Amendments that involve land use and network changes, the General Plan Amendment cumulative analysis contains two scenarios. The first cumulative scenario consists of five network changes only and is referred to as the Network Cumulative GPA scenario. The second cumulative scenario consists of five network changes and sixty-two land use changes and is referred to as the Grand Cumulative GPA scenario. For individual General Plan Amendments that do not involve any changes to the network, a separate cumulative analysis of the network amendments is not necessary. Thus, since the Housing Opportunities Study Phase III GPA involves land use changes only, this cumulative chapter contains an analysis of the Grand Cumulative GPA scenario only. Appendix D contains the land use data for the sixty-two proposed General Plan Amendments.

## Cumulative Analysis

The proposed network and land use changes were evaluated to determine the effects of the amendments on the citywide transportation system. Increases in peak direction volumes across the identified screenlines (see Table 21) for the Special Subareas, changes in Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT), and a re-examination of all LOS E/F links evaluated for each of the General Plan amendments due to the land use adjustments were analyzed.

Based on the City of San Jose General Plan Amendment Guidelines, the cumulative significance of impact for an individual GPA will be evaluated on a case-by-case basis. The evaluation will take into account the proximity of the individual GPA to the impacted facilities.

**Table 21**  
**Screenline Impact Criteria**

Subarea	Percentage Change
North San Jose	0.20%
Evergreen	0.10%
South San Jose	0.20%

Cumulative impacts are considered significant if any of the following occur:

- Peak direction volumes into or out of any one of the three Special Subareas shown in Figure 2 increase by the percentage shown in Table 21 above; or
- Average VMT and VHT both increase by 0.20 percent for all roadways in the San Jose Sphere of Influence; or
- Peak direction volumes of LOS E/F links increase by 1.50 percent or more on any of the congested link sets within the vicinity of any of the proposed land use amendments.

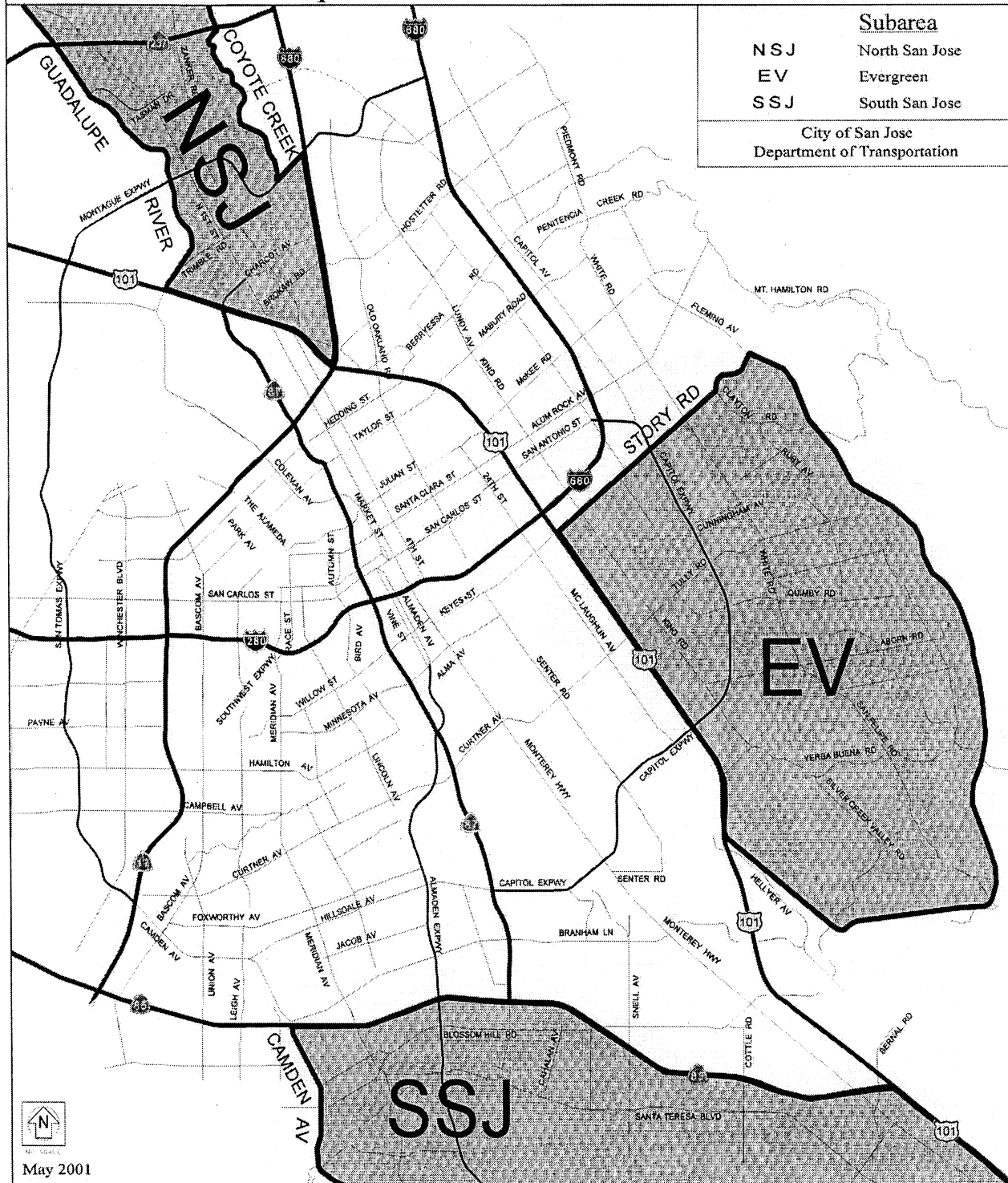
If one or more of these thresholds is exceeded, the proposed General Plan amendments would have cumulatively significant adverse impacts. Depending on the circumstances, including number, size, and location of the various amendments, the cumulative analysis may conclude that one or more individually proposed amendments would have significant cumulative impacts, or that none of the individually proposed amendments would have substantially greater impacts than any other.

## Screenline Analysis

On any highway system, there are areas through which major travel is made, most notably commute trips. In San Jose the major commute is made between job sites in the north and west areas of the City, and the residential areas in the east and south sides of the City. Also of interest is the travel corridor through which commuters from the East Bay travel to get to and from job sites in North San Jose, Santa Clara and Sunnyvale. Travel between these areas takes place in "travel corridors" usually defined by a freeway and made up of the freeway and several parallel roadway facilities.

**Figure 2**

# City of San Jose General Plan Amendment Special Subarea Boundaries



Screenlines for the cumulative analysis are based on the boundaries of the three City of San Jose Special Subareas: North San Jose, Evergreen and South San Jose. Changes in peak direction volumes crossing the identified boundaries are used to determine the effects of the land use adjustments. The results of the screenline analysis for the Grand Cumulative GPA scenario are presented in Table 22.

**Table 22**  
**Grand Cumulative GPA Screenlines Analysis (PM Peak Direction)**

Base		To					Totals	Outbound Totals
	District	1	2	3	4	5		
From	1	6,674	1,449	1,098	11,907	15,467	36,595	29,921
	2	292	14,098	765	6,608	2,630	24,393	
	3	220	1,542	20,580	11,580	8,219	42,141	
	4	3,472	10,106	12,558	127,721	45,741	199,598	
	5	6,374	7,410	8,797	66,655	277,641	366,877	
Totals:		17,032	34,605	43,798	224,471	349,698	669,604	
Total Inbound:			20,507	23,218				

Project		To					Totals	Outbound Totals
	District	1	2	3	4	5		
From	1	6,948	1,377	1,049	11,751	14,701	35,826	28,878
	2	277	14,197	764	6,633	2,636	24,507	
	3	224	1,514	20,738	11,588	8,148	42,212	
	4	3,494	9,977	12,370	128,334	45,241	199,416	
	5	6,662	7,394	8,736	67,389	277,353	367,534	
Totals:		17,605	34,459	43,657	225,695	348,079	669,495	
Total Inbound:			20,262	22,919				

Change: -109  
Percent Change: -0.02%

**Evergreen Subarea**

Change to Inbound Volume: -245  
Percent Change: -1.19% (Significant impact for Evergreen = 0.10%)

**South San Jose Subarea**

Change to Inbound Volume: -299  
Percent Change: -1.29% (Significant impact for South San Jose = 0.20%)

**North San Jose Subarea**

Change to Outbound Volume: -1,043  
Percent Change: -3.49% (Significant impact for North San Jose = 0.20%)

**Notes:**

District 1 is North San Jose  
District 2 is Evergreen  
District 3 is South San Jose  
District 4 is Remainder of City  
District 5 is Remainder of County

Source: City of San Jose General Plan Amendments Summer 2004 Grand Cumulative Screenlines  
Analysis in the PM Peak Direction, April 2004.

For the proposed General Plan Amendments throughout the City, the increases in volumes for the identified screenlines are not projected to increase by more than the specified impact criteria. Therefore, the proposed land use adjustments collectively would not result in significant adverse traffic impacts based on performance criteria for screenline analysis.

The detailed screenline results for the Grand Cumulative GPA scenario is contained in Appendix E.

### ***Vehicle Miles Traveled and Vehicle Hours Traveled Analysis***

In general, whenever new trips are added to the transportation system, Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) will increase proportionally to the number of trips being added. There are several types of land use changes that can be exceptions to this generalization.

Land use changes that tend to minimize the increase in VMT and VHT are land use changes that involve adding new housing closer to jobs, or new jobs closer to housing.

In an area dominated by housing, adding jobs without displacing housing, while increasing trips, can actually reduce VMT and VHT by reducing commute distances (i.e., VMT) and by reducing travel made in the peak direction, which reduces VHT. These types of land use changes can cause trips to be internalized within the Planning Area in which the change is proposed and can reduce through trips in the adjacent Planning Areas, thereby reducing VMT and VHT.

Adding jobs and displacing housing in an area dominated by housing will usually reduce VMT and VHT because the displaced trips, usually traveling in the peak direction, are eliminated (thus reducing VMT and VHT). The substituted trips are usually shorter in length (thus reducing VMT) and travel mainly in the non-peak direction (thus reducing VHT). This type of land use change will cause trips to be internalized within the Planning Area in which the change is proposed and will reduce through trips in some adjacent Planning Areas, both as a result of the internalization as well as the reduced number of trips made from households.

In an area dominated by jobs, adding more jobs will increase both VMT and VHT. If the immediate area is already congested, the VHT will increase by more than the VMT because the additional congestion caused by the new trips affects the travel time of all trips in the area. This condition can result in an overall decrease in average speeds on the transportation system.

Comparisons between the year 2010 VMT and VHT for the adopted General Plan base case condition versus all of the proposed General Plan Amendments included in the Grand Cumulative are presented in Tables 23 and 24, respectively. The comparisons include all proposed network and land use changes and are stratified by freeways, expressways, streets, ramps, and all roadways (overall) for the three Special Subareas and for the remainder of San Jose. As shown in Tables 23 and 24, the overall VMT and VHT will not increase beyond the 0.20 percent impact criteria threshold. Therefore, based on VMT and VHT impact criteria it can be concluded that the proposed General Plan Amendments collectively would not constitute significant adverse traffic impacts.

The technical model outputs used to prepare the VMT and VHT analysis by City of San Jose Planning Area for the Grand Cumulative GPA scenario is contained in Appendix F.

**Table 23**  
**Grand Cumulative GPA Vehicle Miles Traveled (VMT) Analysis**

**Base:**

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	89,143	--	9,165	40,802	6,509	5,901	1,887	1,158	154,565
2	42,790	--	19,736	49,698	6,661	1,738	--	67	120,689
3	110,694	19,833	36,625	68,754	5,878	2,318	2,020	178	246,300
4	463,709	37,764	67,360	372,608	46,578	26,535	23,395	4,279	1,042,226
Base Totals:	706,335	57,597	132,885	531,862	65,626	36,491	27,302	5,682	<b>1,563,779</b>

**Project:**

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	88,594	--	9,235	40,679	6,285	5,736	1,860	1,064	153,453
2	42,660	--	19,561	49,165	6,720	1,751	--	70	119,926
3	111,140	19,274	36,698	68,320	5,889	2,257	2,035	193	245,805
4	461,170	38,007	67,185	372,013	46,641	26,397	23,218	4,288	1,038,919
Project Totals:	703,564	57,281	132,678	530,177	65,535	36,140	27,113	5,614	<b>1,558,103</b>

Change in VHT: -5,676  
Percent Change: -0.36% (Significant impact = 0.20%)

**Notes:**

District 1 is North San Jose  
District 2 is Evergreen  
District 3 is South San Jose  
District 4 is Remainder of City

Source: City of San Jose General Plan Amendments Summer 2004 Grand Cumulative VMT Analysis Summary, April 2004.

**LOS E/F Link Analysis**

For proposed General Plan Amendments that are not exempt and are located outside the three Special Subareas, the determination of significance is based on the extent to which the proposed change contributes to existing peak hour congestion in the vicinity of the proposed amendment. For this analysis, the addition of peak direction trips are determined on the congested links (LOS E or F) within approximately a two mile radius, measured from all boundaries of the GPA sites. Congested links are grouped in sets and are generally major parallel facilities. The links are grouped in this manner to account for trip reassignment by the City of San Jose computer model.

Table 25 lists the sets of links that operate at LOS E or F as a result of all the General Plan Amendments that are included in the Grand Cumulative GPA scenario. It should be emphasized that the changes in link volumes that are shown in Table 25 are the result of *all* of the General Plan Amendments, including land use and network amendments, and not the result of each individual amendment. The table shows that forty-seven sets of links operate at either LOS E or F for the adopted General Plan base case, and the cumulative effects of the proposed General Plan Amendments cause the peak direction link volumes to increase by 1.50 percent or more at eight sets of links.

**Table 24**  
**Grand Cumulative GPA Vehicle Hours Traveled (VHT) Analysis**

**Base:**

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	1,978	--	229	1,330	307	251	39	39	4,172
2	881	--	526	1,488	274	75	--	3	3,245
3	2,214	418	941	2,034	249	86	47	8	5,997
4	9,811	863	1,651	11,415	1,980	1,147	497	179	27,543
Base Totals:	14,884	1,280	3,348	16,267	2,810	1,558	582	229	<b>40,958</b>

**Project:**

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	1,972	--	231	1,314	284	243	38	36	4,118
2	875	--	519	1,468	276	73	--	3	3,213
3	2,224	405	936	2,023	250	84	48	9	5,979
4	9,739	872	1,641	11,384	1,975	1,137	493	180	27,421
Project Totals:	14,809	1,277	3,327	16,189	2,784	1,537	579	228	<b>40,732</b>

Change in VHT: -226  
Percent Change: -0.55% (Significant impact = 0.20%)

**Notes:**

District 1 is North San Jose  
District 2 is Evergreen  
District 3 is South San Jose  
District 4 is Remainder of City

Source: City of San Jose General Plan Amendments Summer 2004 Grand Cumulative VHT Analysis Summary, April 2004.

The model shows that significant increases in peak hour traffic volumes on Coleman Avenue south of Naglee Avenue (309 peak hour trips) and on I-280 east of Race Street (122 peak hour trips) are mostly attributable to the proposed HOS III Site 8 amendments. Moderate increases in peak hour traffic volumes on First Street, Second Street and Tenth Street south of I-280 (32, 22 and 20 peak hour trips, respectively) are mostly attributable to three proposed amendments: GP02-07-03, GP02-07-04 and GP03-07-07. Increases in peak hour traffic volumes on Coleman Avenue south of Jackson Street (309 peak hour trips) and on Santa Clara Street north and south of Julian Street (88 peak hour trips) are mostly attributable to the proposed HOS III Site 8 amendments and network amendment GP03-03-01. A significant increase in peak hour traffic on Coleman Avenue north of Hedding Street (201 peak hour trips) is mostly attributable to the proposed HOS III Site 8 amendments and network amendment GP03-03-12. The model shows that a moderate increase in peak hour traffic volumes on Santa Clara Street east of Tenth Street (36 peak hour trips) is mostly attributable to proposed network amendments GP03-03-01 and GP03-03-12. A moderate increase in peak hour traffic volumes on Santa Clara Street east of Fourth Street (44 peak hour trips) is mostly attributable to the proposed HOS III amendment sites 2 and 3.

**Impact:** The increases in volumes at the identified link sets as a result of all the proposed General Plan Amendments constitute significant adverse traffic impacts based on impact criteria for the LOS E/F link analysis.

Appendix G contains the detailed LOS E/F link analysis for the Grand Cumulative GPA scenario.



**Table 25**  
**Grand Cumulative LOS E/F Link Volume Analysis (PM Peak Direction)**

Link Set	Base Link Set Volume Total	Project Link Set Volume Total	Change in Link Set Volume	Avg Link Set Volume	% Change in Link Set Volume	1.5% Threshold	Impact?
HOS III Site 2A (e/o I-880)	14,998	15,062	64	7,499	0.85%	112	No
HOS III Site 2B (s/o Jackson)	20,822	20,646	-176	6,941	-2.54%	104	No
HOS III Site 2C (e/o US 101)	1,865	1,887	22	1,865	1.18%	28	No
HOS III Site 2D (e/o Tenth)	15,889	15,897	8	5,296	0.15%	79	No
HOS III Sites 6&7A (n/o Hamilton)	25,044	24,927	-117	6,261	-1.87%	94	No
HOS III Sites 6&7B (s/o Capitol)	5,159	5,110	-49	2,580	-1.90%	39	No
HOS III Sites 6&7C (e/o Monterey)	7,021	6,990	-31	3,511	-0.88%	53	No
HOS III Site 8A (s/o I-280)	25,805	25,665	-140	4,301	-3.26%	65	No
HOS III Site 8A (s/o Naglee)	23,560	23,760	200	4,712	<b>4.24%</b>	71	<b>Yes</b>
GP03-02-05 (s/o Capitol)	9,990	9,806	-184	3,330	-5.53%	50	No
GP03-02-05 (s/o SR 85)	10,499	10,368	-131	3,500	-3.74%	52	No
GP03-02-05 (e/o US 101)	7,514	7,524	10	3,757	0.27%	56	No
GP03-02-05 (e/o Monterey)	7,021	6,990	-31	3,511	-0.88%	53	No
GP02-07-03 (s/o I-280)	25,173	25,117	-56	3,596	-1.56%	54	No
GP02-07-03 (n/o Hamilton)	26,801	26,633	-168	5,360	-3.13%	80	No
GP03-07-07 (s/o I-280)	26,741	26,668	-73	3,343	-2.18%	50	No
GP03-07-07 (n/o Hamilton)	30,343	30,134	-209	4,335	-4.82%	65	No
GP03-07-07 (n/o Curtner)	26,657	26,523	-134	5,331	-2.51%	80	No
GP03-07-07 (s/o Tully)	23,855	23,550	-305	4,771	-6.39%	72	No

**Table 25 (Continued)**  
**Grand Cumulative LOS E/F Link Volume Analysis (PM Peak Direction)**

Link Set	Base Link Set Volume Total	Project Link Set Volume Total	Change in Link Set Volume	Avg Link Set Volume	% Change in Link Set Volume	1.5% Threshold	Impact?
GP03-04-04 (w/o I-680)	8,306	8,129	-177	2,769	-6.39%	42	No
GP03-04-04 (n/o SR17/I-880)	19,725	19,714	-11	6,575	-0.17%	99	No
GP03-04-04 (e/o I-880)	7,168	7,188	20	3,584	0.56%	54	No
GP03-03-01 (s/o I-280)	17,620	17,671	51	2,937	<b>1.74%</b>	44	<b>Yes</b> <sup>2</sup>
GP03-03-01 (s/o Jackson)	25,491	25,750	259	4,249	<b>6.10%</b>	64	<b>Yes</b> <sup>3</sup>
GP03-07-09 (s/o I-280)	15,129	15,175	46	3,782	1.22%	57	No
GP03-07-09 (s/o Tully)	19,570	19,305	-265	4,893	-5.42%	73	No
GP03-02-01 (s/o Bailey)	11,680	11,585	-95	5,840	-1.63%	88	No
GP03-02-01 (s/o Bailey, off-peak)	2,220	2,201	-19	2,220	-0.86%	33	No
GP03-03-01 (e/o Market)	1,967	1,854	-113	1,967	-5.74%	30	No
GP03-03-01 (n/o Park)	9,361	9,305	-56	4,681	-1.20%	70	No
GP03-03-01 (e/o Autumn)	3,351	3,328	-23	1,676	-1.37%	25	No
GP03-03-01 (n/o Julian)	9,410	9,421	11	4,705	0.23%	71	No
GP03-03-01 (n/s Julian)	3,185	3,276	91	1,593	<b>5.71%</b>	24	<b>Yes</b> <sup>3</sup>
GP03-03-01 (e/w Julian)	6,974	6,998	24	6,974	0.34%	105	No
GP03-03-12 (n/o Hedding)	12,023	12,248	225	4,008	<b>5.61%</b>	60	<b>Yes</b> <sup>4</sup>
GP03-03-12 (s/o Julian)	7,998	7,958	-40	7,998	-0.50%	120	No
GP03-03-12 (w/o First)	10,610	10,532	-78	5,305	-1.47%	80	No
GP03-03-12 (n/o The Alameda)	9,393	9,295	-98	9,393	-1.04%	141	No

**Table 25 (Continued)**  
**Grand Cumulative LOS E/F Link Volume Analysis (PM Peak Direction)**

Link Set	Base Link Set Volume Total	Project Link Set Volume Total	Change in Link Set Volume	Avg Link Set Volume	% Change in Link Set Volume	1.5% Threshold	Impact?
GP03-T-11 (n/o Santa Clara)	11,028	11,041	13	3,676	0.35%	55	No
GP03-T-11 (n/o San Carlos)	10,339	10,334	-5	3,446	-0.15%	52	No
GP03-T-11 (e/o Tenth)	2,001	2,003	2	2,001	0.10%	30	No
GP03-T-11 (e/o Tenth, off-peak)	1,933	1,969	36	1,933	<b>1.86%</b>	29	<b>Yes</b> <sup>o</sup>
GP03-T-11 (e/o Fourth)	2,444	2,488	44	2,444	<b>1.80%</b>	37	<b>Yes</b> <sup>o</sup>
GP03-T-11 (w/o Market)	1,669	1,672	3	1,669	0.18%	25	No
GP03-T-11 (n/o Auzerais)	9,111	9,056	-55	4,556	-1.21%	68	No
GP03-T-11 (s/o Auzerais)	9,886	9,754	-132	3,295	-4.01%	49	No
GP03-T-11 (e/o Race)	10,596	10,724	128	3,532	<b>3.62%</b>	53	<b>Yes</b> <sup>1</sup>

**Notes:**

<sup>1</sup> This significant adverse impact is mostly attributable to HOS III Site 8.

<sup>2</sup> This significant adverse impact is mostly attributable to GP02-07-03, GP02-07-04 and GP03-07-07.

<sup>3</sup> This significant adverse impact is mostly attributable to GP03-03-01 and HOS III Site 8.

<sup>4</sup> This significant adverse impact is mostly attributable to GP03-03-12 and HOS III Site 8.

<sup>5</sup> This significant adverse impact is mostly attributable to GP03-03-01 and GP03-03-12.

<sup>6</sup> This significant adverse impact is mostly attributable to HOS III Sites 2 and 3.

**HOS Phase III GPA Contribution to Cumulative LOS E/F Link Impacts**

Site 8 of the 2003 Housing Opportunities Study Phase III consists of six individual General Plan Amendments. The six GPAs are located within the area generally bounded by San Carlos Street on the north, I-280 on the south, the Los Gatos Creek on the east, and Race Street on the west. Based on the HOS III Site 8 GPA locations, the 6 amendments collectively would contribute a significant number of peak hour trips along the LOS E/F links contained in five of the eight link sets found to have significant adverse traffic impacts under the Summer 2004 Grand Cumulative GPA scenario. The five impacted LOS E/F link sets are identified above in Table 25.

HOS III Sites 2 and 3 are located on Berryessa Road east of US 101 and west of I-680. Based on their locations, HOS III Sites 2 and 3 would contribute a significant number of peak hour trips along the LOS E/F links contained in one of the eight link sets found to have significant adverse traffic impacts under the Summer 2004 Grand Cumulative GPA scenario. The impacted LOS E/F link set is identified above in Table 25.

## *Appendix C*

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***ENVIRONMENTAL NOISE ASSESSMENT  
HOUSING ELEMENT UPDATE THIRD PHASE  
HOUSING OPPORTUNITY  
GENERAL PLAN AMENDMENTS EIR  
SAN JOSE, CALIFORNIA***

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## INTRODUCTION

This section presents the environmental noise assessment conducted for the third phase of the Housing Opportunities Study for sites proposed throughout the City. The major issues evaluated in the noise assessment include the compatibility of residential development with the noise environment at the respective development sites and the potential long-term and short-term impacts on existing sensitive development near each of the proposed sites due to construction noise and increased traffic noise. The Setting Section of the report presents a discussion of the fundamentals of environmental acoustics, regulatory background information, and a discussion of the existing noise environment at each of the housing sites. The Impacts and Mitigation Measures Section presents the significance criteria in which the impacts are evaluated, evaluates the noise and land use compatibility, long-term traffic noise impacts, and construction noise impacts of each development site and presents mitigation measures for significant impacts which are identified.

## SETTING

### Fundamentals of Environmental Noise

Noise is defined as unwanted sound. Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually measured and expressed in decibels (dB) with 0 dB corresponding roughly to the threshold of hearing. Decibels and other technical terms are defined in Table 1.

Most of the sounds which we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. The method commonly used to quantify environmental sounds consists of evaluating all of the frequencies of a sound in accordance with a weighting that reflects the facts that human hearing is less sensitive at low frequencies and extreme high frequencies than in the frequency mid-range. This is called "A" weighting, and the decibel level so measured is called the A-weighted sound level (dBA). In practice, the level of a sound source is conveniently measured using a sound level meter that includes an electrical filter corresponding to the A-weighting curve. Typical A-weighted levels measured in the environment and in industry are shown in Table 2 for different types of noise.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources which create a relatively steady background noise in which no particular source is identifiable. To describe the time-varying character of environmental noise, the statistical noise descriptors,  $L_{01}$ ,  $L_{10}$ ,  $L_{50}$ , and  $L_{90}$ , are commonly used. They are the A-weighted noise levels equaled or exceeded during 1%, 10%, 50%, and 90% of a stated time period. A single number descriptor called the  $L_{eq}$  is also widely used. The  $L_{eq}$  is the average A-weighted noise level during a stated period of time.

In determining the daily level of environmental noise, it is important to account for the difference in response of people to daytime and nighttime noises. During the nighttime, exterior

background noises are generally lower than the daytime levels. However, most household noise also decreases at night and exterior noise becomes very noticeable. Further, most people sleep at night and are very sensitive to noise intrusion. To account for human sensitivity to nighttime noise levels, a descriptor,  $L_{dn}$  (day/night average sound level), was developed. The  $L_{dn}$  divides the 24-hour day into the daytime of 7:00 AM to 10:00 PM and the nighttime of 10:00 PM to 7:00 AM. The nighttime noise level is weighted 10 dB higher than the daytime noise level. The Community Noise Equivalent Level (CNEL) is another 24-hour average which includes both an evening and nighttime weighting.

**TABLE 1 Definitions of Acoustical Terms Used in this Report**

<b>Term</b>	<b>Definitions</b>
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, Leq	The average A-weighted noise level during the measurement period. The hourly Leq used for this report is denoted as dBA $L_{eq[h]}$ .
Lmax RMS Level	The maximum root-mean-square (RMS) sound pressure level during a measurement – measured using the “fast” exponential time constant.
$L_{01}$ , $L_{05}$ , $L_{10}$ , $L_{90}$	The A-weighted noise levels that are exceeded 1%, 5%, 10%, and 90% of the time during the measurement period.
Day-Night Average Noise Level, $L_{dn}$ or DNL	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.



TABLE 2 Typical Noise Levels in the Environment

Common Outdoor Noise Source	Noise Level (dBA)	Common Indoor Noise Source
120 dBA		
Jet fly-over at 300 meters		Rock concert
110 dBA		
Pile driver at 20 meters	100 dBA	Night club with live music
90 dBA		
Large truck pass by at 15 meters		
80 dBA		
		Noisy restaurant
		Garbage disposal at 1 meter
Gas lawn mower at 30 meters	70 dBA	Vacuum cleaner at 3 meters
Commercial/Urban area daytime		Normal speech at 1 meter
Suburban expressway at 90 meters	60 dBA	
Suburban daytime		Active office environment
50 dBA		
Urban area nighttime		Quiet office environment
40 dBA		
Suburban nighttime		
Quiet rural areas	30 dBA	Library
Wilderness area	20 dBA	Quiet bedroom at night
Most quiet remote areas	10 dBA	Quiet recording studio
Threshold of human hearing	0 dBA	Threshold of human hearing

## Regulatory Background

The State of California and the City of San Jose establish guidelines, regulations, and policies designed to limit noise exposure at noise sensitive land uses. Appendix G of the State CEQA Guidelines, the State of California Building Code, and the City of San Jose's 2020 Plan present the following:

**State CEQA Guidelines.** The California Environmental Quality Act (CEQA) contains guidelines to evaluate the significance of effects of environmental noise attributable to a proposed project. CEQA asks<sup>1</sup> whether the proposed project would result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or Noise Ordinance, or applicable standards of other agencies?
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

CEQA does not define what noise level increase would be considered substantial. Typically, project-generated noise level increases of 3 dBA  $L_{dn}$  or greater would be considered significant where exterior noise levels would exceed the normally acceptable noise level standard (60 dBA  $L_{dn}$ ). Where noise levels would remain below the normally acceptable noise level standard with the project, noise level increases of 5 dBA  $L_{dn}$  or greater would be considered significant.

**Section 1208 of the 1998 California Building Code.** New multi-family housing in the State of California is subject to the environmental noise limits set forth in Appendix Chapter 1208A.8.4 of the California Building Code. The noise limit is a maximum interior noise level of 45 dBA  $L_{dn}/CNEL$ . Where exterior noise levels exceed 60 dBA  $L_{dn}$ , a report must be submitted with the building plans describing the noise control measures that have been incorporated into the design of the project to meet the noise limit.

**City of San Jose General Plan.** The Noise Element of the City of San Jose's 2020 Plan identifies noise and land use compatibility standards for various land uses. The City's goal is to, "...minimize the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies."

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<sup>1</sup> The vibration-related questions have been omitted because they are not applicable to the noise assessment of this project.

Residential land uses are considered “satisfactory” up to 60 DNL as the short-range exterior noise quality level, and 55 DNL as the long-range exterior noise quality level. The guidelines state that where the exterior DNL is above the "satisfactory" limit (between 60 and 70 DNL), and the project requires a full EIR, an acoustical analysis should be made indicating the amount of attenuation necessary to maintain an indoor level of a DNL less than or equal to 45 dBA (consistent with the State Building Code). Noise levels exceeding 70 DNL require that new development would only be permitted if uses are entirely indoors and building design limits interior levels to less than or equal to 45 DNL. Outside activity areas should be permitted if site planning and noise barriers result in levels of 60 DNL or less.

**Policy 1.** The City's acceptable noise level objectives are 55 dBA DNL as the long-range exterior noise quality level, 60 dBA DNL as the short-range exterior noise quality level, 45 dBA DNL as the interior noise quality level, and 76 dBA DNL as the maximum exterior noise level necessary to avoid significant adverse health effects. These objectives are established for the City, recognizing that the attainment of exterior noise quality levels in the environs of the San Jose International Airport, the Downtown Core Area, and along major roadways may not be achieved in the time frame of this Plan. To achieve the noise objectives, the City should require appropriate site and building design, building construction and noise attenuation techniques in new residential development.

**Policy 9.** Construction operations should use available noise suppression devices and techniques.

**Policy 11.** When located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses, non-residential land uses should mitigate noise generation to meet the 55 DNL guideline at the property line.

The General Plan sets forth the following urban design policies regarding sound attenuation along city streets:

**Policy 18.** To the extent feasible, sound attenuation for development along city streets should be accomplished through the use of landscaping, setback, and building design rather than the use of sound attenuation walls. Where sound attenuation walls are deemed necessary, landscaping and an aesthetically pleasing design shall be used to minimize visual impact.

**Policy 21.** To promote safety and to minimize noise impacts in residential and working environments, development which is proposed adjacent to railroad lines should be designed to provide the maximum separation between the rail line and dwelling units, yards or common open space areas, offices, and other job locations, facilities for the storage of toxic or explosive materials and the like. To the extent possible, areas of development closest to an adjacent railroad line should be devoted to parking lots, public streets, peripheral landscaping, the storage of non-hazardous materials, and so forth.

## **Existing Noise Environment**

This section discusses the sources of environmental noise affecting each of the project sites. Information is based on a noise monitoring survey conducted for this project and information collected for nearby projects in the past. The noise monitoring survey consisted of a combination of long-term noise measurements and short-term noise measurements conducted between October 18, 2003 and October 26, 2003. Noise data collected at or near the Housing Opportunities Sites in the past is also summarized in this report. At the majority of housing opportunity sites, vehicular traffic noise from the local street network was the predominant noise source. Noise monitoring locations are shown on Figures 1-7 (to be completed with site graphics). Existing hourly noise levels measured at the long-term monitoring sites are summarized on Figures 8-12.

### Site 1 - Northwest Corner of Blossom Hill Road and Blossom Avenue

Site 1 is located at the northwest corner of Blossom Hill Road and Blossom Avenue. Highway 85 bounds the site to the north and east. Blossom Hill Road bounds the site to the south. Residential land uses along Chesbro Avenue bound the project site to the west. The predominant noise sources at Site 1 are vehicular traffic along Highway 85 and Blossom Hill Road. Noise levels were measured at two locations between October 18, 2003 and October 22, 2003. One long-term noise measurement was conducted approximately 165 feet from the edge of southbound Highway 85 to quantify the daily trend in noise levels generated by the highway. The day-night average noise level (DNL) calculated for data measured at the long-term noise monitoring location (LT-1) ranged from 68 to 69 dBA (Figure 8). A short-term noise measurement was also conducted approximately 105 feet from the centerline of Blossom Hill Road (ST-1). At the short-term noise monitoring location, the DNL noise level is calculated to be 65 dBA.

### Site 2 - North Side of Berryessa Road, West of the UPRR Tracks

Site 2 is generally bounded by residential land uses to the north, the UPRR rail line to the east, Berryessa Road to the south, and the San Jose Flea Market Site to the west. The noise environment on the site results primarily from vehicular traffic along Berryessa Road and adjacent industrial activity. Noise measurements were conducted at two locations during the Housing Opportunities, Phase 2 study in 2001 to document noise levels generated by vehicular traffic along Berryessa Road and the railroad line. One noise measurement was made approximately 30 feet from the center of the near UPRR track. The DNL noise level at this location, primarily the result of local noise sources at the flea market site and at adjacent industrial land uses, was 59 dBA. The noise measurements indicated that trains did not pass the monitoring site during the 24-hour period. With train passbys, noise levels along the westernmost boundary of the site could be substantially higher. A short-term noise measurement was conducted approximately 65 feet from the centerline of Berryessa Road, just east of the housing opportunity site. Based on the data collected at this site and the relationship with long-term noise data, the noise environment generated by Berryessa Road was calculated to be 72 dBA DNL.

### Site 3 - South Side of Berryessa Road, East of Jackson Avenue

Housing Opportunity Site 3 is located south of Berryessa Road, between Jackson Avenue and Interstate 680. Residential land uses bound the site to the east. The predominant noise source affecting the noise environment at this site is vehicular traffic along Berryessa Road. In the absence of local traffic, distant traffic along I-680 is audible. Noise levels were monitored at one location north of the site from October 22, 2003 to October 26, 2003. The noise measurement was made approximately 120 feet from the centerline of Berryessa Road at Pembroke Drive. The day-night average noise level (DNL) calculated for data measured at the long-term noise monitoring location (LT-3) ranged from 70 to 72 dBA (Figure 9).

### Site 4 - Northeast Corner of Story Road and McGinness Avenue

Site 4 is located along Story Road east of McGinness Avenue. This site is located about one-mile northeast of the Reid-Hillview Airport. Commercial land uses bound the project site to the west and south. Residential land uses bound the Housing Opportunity site to the north and east. The noise environment at the project site results primarily from traffic along Story Road and intermittent noise generated by aircraft overflights associated with the Reid-Hillview Airport. Noise levels were measured between October 18, 2003 and October 22, 2003 at one long-term location approximately 75 feet from the centerline of Story Road. The day-night average noise level (DNL) calculated for data measured at the long-term noise monitoring location (LT-4) ranged from 72 to 73 dBA (Figure 10).

### Site 5 - Southeast Corner of Julian Street and 27<sup>th</sup> Avenue

Site 5 is bounded by Julian Street to the north, 27<sup>th</sup> Street to the east, and Santa Clara Street to the south. Depending on the location of the receiver, the noise environment on this site results from vehicular traffic on the nearest roadway. Also, noise from commercial and industrial land uses in the area are audible. Noise levels were monitored in 2001 during the Phase 2 Housing Opportunity Study. One noise measurement was made at a distance of 75 feet from the centerline of East Julian Street. The calculated DNL noise level at this short-term monitoring location was about 67 dBA. An additional noise source traversing Site 5 is a UPRR rail line. A long-term noise measurement indicated that no trains used the line during the noise monitoring period. Noise levels in the vicinity of this rail line could be substantially higher with train passby events.

### Sites 6 and 7 – East of Highway 85, North and South of Curtner Avenue

Housing Opportunity Site 6 is located east of Highway 87, north of Curtner Avenue, and west of Almaden Expressway. Commercial and residential land uses surround the Housing Opportunity Site. Housing Opportunity Site 7 is located east of Highway 87, south of Curtner Avenue, and west of Canoas Garden Avenue. The noise environment at these sites results primarily from vehicular traffic. Noise generated by aircraft on approach to San Jose International Airport is also audible at times above the ambient noise environment generated by vehicular traffic. Noise measurements were conducted along Highway 87 between October 18, 2003 and October 22,

2003 at one location on Housing Opportunity Site 7. One long-term noise measurement was conducted approximately 150 feet from the edge of southbound Highway 87 to quantify the daily trend in noise levels generated by the highway. The day-night average noise level (DNL) calculated for data measured at the long-term noise monitoring location (LT-7) ranged from 67 to 68 dBA (Figure 11). Noise measurements have also been recently conducted for several other projects in the vicinity of these Housing Opportunity Sites. Long-term noise measurements were conducted along Curtner Avenue and Almaden Expressway. DNL noise levels generated by Curtner Avenue and Almaden Expressway are approximately 75 dBA DNL at a distance of 100 feet from the roadway's centerlines.

#### Sites 8A-F – Mid-Town Sites

Housing Opportunity Sites 8A-8F are located north of Interstate 280, generally between Race Street and Bird Avenue. West San Carlos Street forms the northernmost boundary of this study area. Existing land uses at these sites and in surrounding areas are generally commercial and industrial. Residential land uses bound the midtown area. The major noise sources affecting the project sites and surrounding areas are vehicular traffic on local roadways. The predominant noise generating roadways in the vicinity of the six sites are Race Street, West San Carlos Street, Lincoln Avenue and Auzerai Avenue. Other noise sources in the vicinity of these sites include railroad trains along the Caltrain line east of the site, industrial noise sources such as a gravel/asphalt plant, and traffic along Interstate 280. Noise levels were monitored at several locations in this project area during the noise monitoring survey and for other projects at or near the Housing Opportunity Sites.

A long-term noise measurement was conducted approximately 35 feet from the centerline of Race Street between West San Carlos Street and Auzerai Avenue. Noise levels were monitored from October 22, 2003 to October 26, 2003. The day-night average noise level (DNL) calculated for data measured at this location was 67 to 68 dBA. Noise levels generated along Lincoln Avenue would be similar to those measured along Race Street.

One long-term noise measurement was conducted on the northeast corner of the West San Carlos Street / Willard Avenue intersection, approximately 60 feet from the centerline of West San Carlos Street during the preparation of Phase 2 of the Housing Opportunities study. The day-night average noise level (DNL) calculated for data measured at this location was 64 dBA.

One long-term measurement was conducted west of Sunol Street adjacent to the Southern Pacific spur line that served the old Del Monte Plant. This line appears to be used infrequently, if at all. The measurement was made at a distance of 18 feet from the centerline of Auzerai Avenue and 100 feet from the railroad track. The major noise source at this location was traffic on Auzerai Avenue. The DNL was measured to be 68 dBA. At a setback of about 50 feet from the centerline, traffic along Auzerai Avenue generates a DNL noise level of about 64 dBA.

Noise levels were also monitored along Sunol Street at a distance of 30 feet from the centerline of the road. Noise levels at this location were dominated by industrial noise and asphalt truck

traffic on Sunol Street. The DNL was measured to be 69 dBA. At a setback of about 50 feet from the centerline, traffic along Sunol Street generates a DNL noise level of about 66 dBA.

A short-term noise measurement was taken on West Home Street east of Sunol Street. The highest noise levels were generated by trucks to and from the nearby asphalt plant. The DNL at this location was the same as the DNL along Sunol Street due to the truck activity. However, the short-term measurement was conducted to eliminate the sound of trucks to and from the plant. In the absence of the truck activity the noise environment is dominated by equipment at the asphalt batch plant, distant traffic on I-280 and Auzerais Avenue and aircraft overflights. The average noise level during the middle of the day was 56 dBA and the DNL is estimated at 59 dBA.

Noise measurements were also made east of the Housing Opportunities sites adjacent to the Caltrain line. The monitor was located a distance of 25 feet from the nearest track. Forty-one trains passed during the 24-hour period and the measured DNL was 76 dBA. Maximum noise levels reached 109 dBA at a distance of 25 feet from the tracks.

Table 3 summarizes the existing noise environment at the housing opportunity sites. Where sites are located adjacent to an arterial roadway, the DNL has been normalized to reflect the noise level at a distance of 75 feet from the centerline of the road. Noise levels from other noise sources (e.g., highways, railroad) are at distances or locations stated in the table.

**TABLE 3****EXISTING NOISE LEVELS AT PROPOSED HOUSING OPPORTUNITY SITES**

<b>Housing Site No.</b>	<b>Location</b>	<b>Noise Source(s)</b>	<b>DNL<sup>2</sup> (dBA)</b>
<b>1</b>	<b>NE corner of Blossom Hill Road / Blossom Avenue intersection.</b>	<b>Traffic at a distance of 150 feet from the edge of Hwy 85.</b>	<b>69-70</b>
		<b>Traffic along Blossom Hill Road.</b>	<b>64</b>
<b>2</b>	<b>North side of Berryessa Road west of UPRR.</b>	<b>Traffic along Berryessa Road.</b>	<b>71</b>
	<b>UPRR (east boundary of site).</b>	<b>No railroad activity observed.</b>	<b>NA</b>
<b>3</b>	<b>South side of Berryessa Road west of I-680.</b>	<b>Traffic along Berryessa Road.</b>	<b>72-74</b>
<b>4</b>	<b>NE corner of Story Road and McGinness Avenue.</b>	<b>Traffic along Story Road.</b>	<b>72-73</b>
<b>5</b>	<b>UPRR (east boundary of site).</b>	<b>No railroad activity observed.</b>	<b>NA</b>
	<b>E. Julian Street.</b>	<b>Traffic along E. Julian Street.</b>	<b>67</b>
	<b>Santa Clara Street.</b>	<b>Traffic along Santa Clara Street.</b>	<b>70 (est.)</b>
<b>6</b>	<b>East of Hwy. 87, North of Curtner Avenue.</b>	<b>Traffic at a distance of 150 feet from the edge of Hwy 87.</b>	<b>67-68</b>
		<b>Traffic at a distance of 100 ft. from the center of Curtner Avenue.</b>	<b>75</b>
		<b>Traffic at a distance of 100 ft. from the center of Almaden Expressway.</b>	<b>74-75</b>
<b>7</b>	<b>East of Hwy. 87, South of Curtner Avenue.</b>	<b>Traffic at a distance of 150 ft. from the edge of Hwy 87.</b>	<b>67-68</b>
		<b>Traffic at a distance of 100 ft. from the center of Curtner Avenue.</b>	<b>75</b>

<sup>2</sup>Noise level (DNL) at a location 75 feet from the roadway centerline unless stated otherwise.



<b>Housing Site No.</b>	<b>Location</b>	<b>Noise Source(s)</b>	<b>DNL<sup>3</sup> (dBA)</b>
<b>8A-F</b>	<b>Mid-Town Sites - Generally Bounded by West San Carlos Street, Race Street, Bird Avenue, and Interstate 280</b>	<b>Traffic along West San Carlos Street.</b>	<b>63</b>
		<b>Traffic along Auzerai Avenue.</b>	<b>62</b>
		<b>Traffic along Race Street.</b>	<b>64-65</b>
		<b>Traffic along Lincoln Street.</b>	<b>64-65</b>
		<b>Traffic along Sunol Street.</b>	<b>65</b>
		<b>Traffic along Savaker Avenue.</b>	<b>65 (est.)</b>
		<b>Caltrain</b>	<b>72</b>

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<sup>3</sup>Noise level (DNL) at a location 75 feet from the roadway centerline unless stated otherwise.

## PROJECT IMPACT AND MITIGATION MEASURES

### Significance Criteria

- A significant impact would be identified for a proposed land use if it would be exposed to noise levels exceeding the City's established guidelines for noise and land use compatibility. For the proposed project, a significant impact would be identified if the project would be exposed to noise levels exceeding the City's established guidelines for "satisfactory" noise and land use compatibility.
- According to CEQA, a significant noise impact would result if noise levels increase substantially at noise-sensitive land uses (e.g., residences). A substantial increase to noise levels would occur if the project resulted in an increase of 3 dBA or greater at noise-sensitive land uses where noise levels already exceed 60 DNL.
- Construction noise levels would be treated somewhat differently because they are temporary. Significant noise impacts would result from construction if noise levels are sufficiently high to interfere with speech, sleep, or normal residential activities. Construction-related hourly average noise levels received at noise-sensitive land uses above 70 dBA during the daytime and 55 dBA at night would be considered significant if the construction phase lasted more than 12 months.

Noise impacts resulting from the proposed project fall into three major categories:

- (1) The potential effects of environmental noise on the developability of the sites;
- (2) Potential increases in traffic noise resulting from project-generated traffic;
- (3) Short-term noise impacts resulting from construction.

#### **Impact N1: Noise and Land Use Compatibility**

**Noise levels at portions of all the proposed housing sites exceed the City of San Jose short-range goal (60 DNL) and long-range goal (55 DNL) for noise exposure at residential properties and the 60 DNL screening threshold set forth in the State Building Code. This is a *significant* impact.**

In the following discussion, the noise and land use compatibility is evaluated for each housing site and mitigation measures are recommended. These measures include considerations during site planning, sound walls, and detailed analysis per the requirements of the State Building Code leading to building sound insulation treatments.

#### **Site 1 Northwest Corner of Blossom Hill Road and Blossom Avenue**

Noise exposure from State Route 85 is 69 to 70 DNL. Noise exposure along Blossom Hill Road is 64 DNL. Both the short-range and long-range goals for compatibility are exceeded. The 60

DNL screening threshold for multi-family housing set forth in the State Building Code is exceeded. According to current city policy, “New development permitted only if uses are entirely indoors and building design limits interior levels to less than or equal to 45 DNL. Outside activity areas should be permitted if site planning and noise barriers result in levels of 60 DNL or less.” Residential development can incorporate outdoor activity areas if the noise environment in the proposed outdoor activity areas can be made to meet the City’s short-range goal (60 DNL). This can often be accomplished through proper site planning and the use of buildings and/or noise barriers to shield the outdoor activity areas.

**Mitigations:**

- N1a: Implement General Plan Urban Design Policy 18 by utilizing site planning to minimize noise impacts to outdoor activity areas. Consider locating non-noise sensitive uses, such as parking (e.g., carports), adjacent to roadways, and using the residential buildings to provide shielding for common outdoor use areas.
- N1b: Multi-family housing proposed on a project site is subject to the requirements of Title 24, Part 2, of the State Building Code. Because noise levels exceed a DNL of 60 dB, an analysis detailing the treatments incorporated into the building plans shall be prepared and submitted to the City Building Department prior to issuance of a building permit. The report shall demonstrate that the design would achieve an interior DNL of 45 dBA or less in all habitable residential areas.
- N1c: Construct sound walls where necessary to shield outdoor activity areas from local street traffic noise. Barriers 6-10 feet high are normal along local streets depending upon site planning and noise exposure. The final location and heights of barriers will be determined during development of the site plan.
- N1d: Noise and vibration generated by UPRR trains or light-rail projects should be studied on a project by project basis for residential land uses planned adjacent to the UPRR.

**Site 2 North Side of Berryessa Road, West of the UPRR Tracks**

Site 2 is exposed to traffic noise generated by Berryessa Road. There is no railroad activity observed along the UPRR track. Noise exposure from Berryessa Road exceeds 70 DNL, thereby exceeding City and State thresholds.

**Mitigation Measure**

Implement Measures N1a, b, c, and d proposed for Site 1.

**Site 3 South Side of Berryessa Road, East of Jackson Avenue**

Noise exposure from Berryessa Road is 72 to 74 DNL at a reference distance of 75 feet from the roadway's centerline. The noise exposure exceeds City and State thresholds.

#### **Mitigation Measure**

Implement Measures N1a, b, and c proposed for Site 1.

#### **Site 4 Northeast Corner of Story Road and McGinness Avenue**

Noise exposure for Site 4 results primarily from vehicular traffic along Story Road, generating 72 to 73 DNL at a reference distance of 75 feet from the roadway's centerline. General aviation aircraft associated with Reid-Hillview Airport were audible, but did not significantly affect the overall noise environment at the site. The traffic noise exposure is similar to Site 3, exceeding City and State standards.

#### **Mitigation Measure**

Implement Measures N1a, b, and c proposed for Site 1.

#### **Site 5 Southeast Corner of Julian Street and 27<sup>th</sup> Avenue**

Site 5 is subject to vehicular traffic noise generated by East Julian Street and Santa Clara Street where measured noise levels range from 67 to approximately 70 DNL. Noise generated along the UPRR railroad could lead to noise levels exceeding the City and State standards, but no railroad train activity was observed during the measurements. The noise exposure is similar to Site 1, exceeding City and State standards.

#### **Mitigation Measure**

Implement Measures N1a, b, c, and d proposed for Site 1.

#### **Sites 6 and 7 East of Highway 85, North and South of Curtner Avenue.**

These sites are subject to vehicular traffic noise up to 75 DNL, similar to the noise exposure for Sites 3 and 4.

#### **Mitigation Measure**

Implement Measures N1a, b, and c proposed for Site 1.

#### **Sites 8A-8F Mid-Town Sites**

Sites 8A – 8F are subject to noise generated by the Caltrain Railroad system and the local street network. Caltrain is the dominant noise source generating a sound level of 72 DNL. Vehicular traffic is 62 to 65 DNL along the various streets affecting the project area.

### **Mitigation Measure**

Implement Measures N1 a, b, c, and d proposed for Site 1.

### **Impact N-2: Project-generated traffic noise impacts would be less than significant**

Traffic data generated by Hexagon Transportation Consultants, Inc. was reviewed to determine whether or not there would be localized or area-wide increases in vehicular traffic noise as a result of project-generated trips. Based on a review of the project's traffic analysis report, relatively minor changes in traffic volumes would occur with the project as compared to existing traffic conditions. Traffic noise levels would not measurably increase along roadway segments serving the project sites. These relatively minor changes in traffic volumes are considered to be less-than-significant in terms of the potential for traffic noise impacts. Noise impacts resulting from project-generated vehicular traffic are considered to be less-than-significant and no mitigation is required.

### **Impact N-3: Construction Noise Impacts: With normal controls, construction noise impacts would be less than significant**

Construction of housing at each site will temporarily increase noise levels at nearby noise-sensitive receptors. Construction activities on the majority of the sites would typically last less than one year. Construction would typically occur in phases on the larger sites and the entire build out of the site may take several years. Construction activities would not typically be located adjacent to a particular receptor during the entire construction period. Therefore, noise generated by construction would create a temporary noise impact on adjacent noise sensitive receptors, but this would be considered a less-than-significant impact provided that standard construction noise control measures are implemented at all construction sites.

Construction activities generate noise. Noise levels during construction would occur in phases, including demolition, grading and excavation, construction of foundations, erection of the new buildings, and paving and finishing. Typical hourly average construction noise levels are 75 dBA to 80 dBA measured at a distance of 100 feet from the construction site during busy construction periods. These noise levels drop off at a rate of about 6 dBA per doubling of distance. The impact could be considered short-term and less-than-significant provided that standard construction noise controls are implemented.

### **Construction Noise Mitigation Measures:**

The following mitigation measures are recommended at all housing sites to reduce noise generated by construction:

- Construct temporary noise barriers around the perimeter of the project site before construction begins.
- Limit construction activity to daytime hours (7 a.m. to 7p.m.) with no construction activity on Sundays or holidays.
- Use available noise suppression devices and properly maintain and muffle loud construction equipment.
- Construct noise barriers to shield loud equipment from nearby noise-sensitive receptors.
- Avoid staging loud equipment within 200 feet of noise-sensitive receptors.
- Designate a disturbance coordinator and post the name of phone number of this person conspicuously to manage construction noise complaints. The disturbance coordinator will contact noise-sensitive receptors and advise residents of the schedule of construction.

## *Appendix D*

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**NOTICE OF PREPARATION**  
**OF A**  
**DRAFT ENVIRONMENTAL IMPACT REPORT**  
**FOR THE**  
**HOUSING OPPORTUNITIES STUDY III**  
**GENERAL PLAN AMENDMENTS TO THE**  
**CITY OF SAN JOSE'S 2020 GENERAL PLAN**

PROJECT APPLICANT: City of San Jose

FILE NO:

As the Lead Agency, the City of San José will prepare an Environmental Impact Report (EIR) for the above-referenced Project and would like your views regarding the scope and content of the environmental information to be addressed in the EIR. This EIR may be used by your agency when considering approvals for this project.

The project description, location, and probable environmental effects which will be analyzed in the EIR for the project are attached.

According to State law, the deadline for your response is 30 days after receipt of this notice; however, we would appreciate an earlier response, if possible. Please identify a contact person, and send your response to:

City of San Jose  
Attn: Deanna Chow  
City Hall Annex, Room 400  
801 North First Street  
San Jose, CA 95110-1795  
Phone: (408) 277-4576

Stephen M. Haase  
Director of Planning, Building and Code Enforcement

---

Director

Date: December 18, 2003



**NOTICE OF PREPARATION  
OF AN  
ENVIRONMENTAL IMPACT REPORT  
FOR THE  
  
HOUSING OPPORTUNITIES STUDY III  
GENERAL PLAN AMENDMENTS TO THE  
CITY OF SAN JOSE'S 2020 GENERAL PLAN**

December 2003

***Introduction***

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

The EIR for the proposed project will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the EIR will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting, potential environmental impacts, and mitigation measures for the eight project sites;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; (d) effects found not to be significant; and (e) cumulative impacts.

***Project Location and Description***

The proposed project consists of eight project sites located throughout San José. The specific location of each site is listed below and is shown on the regional map (Figure 1).

The proposed project is a series of amendments to the City of San José General Plan Land Use/Transportation Diagram. The proposed amendments are proposed for eight independent locations, and 13 separate properties. The land use amendments are proposed in support of the Housing Opportunity Study III (HOS III), which is the third phase in an ongoing effort by the City of San José to identify locations within the City that can reasonably accommodate additional housing.

**Site 1** is located on the northwest corner of Blossom Hill Road and Blossom Avenue. The land use designation would change from *Medium Density Residential (8-16 DU/Acre)* to *Transit Corridor Residential (20+ DU/Acre)*, which would allow up to 792 units on the 14.4 acre site<sup>1</sup>.

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<sup>1</sup> Assuming a maximum of 55 dwelling units per acre



VICINITY MAP

FIGURE 1

**Site 2** is located on the north side of Berryessa Road, just west of the Union Pacific Railroad tracks. The land use designation would change from *Industrial Park* to *Transit Corridor Residential (20+ DU/Acre)*, which would allow at least 270 units on the 13.5 acre site.

**Site 3** is located on the south side of Berryessa Road, east of Jackson Avenue. The land use designation would change from *Medium Density Residential (8-16 DU/Acre)* to *High Density Residential (25-50 DU/Acre)*, which would allow 63 to 125 units on the 2.5 acre site.

**Site 4** is located on the northeast corner of Story Road and McGinness Avenue. The land use designation would change from *General Commercial* to *Transit Corridor Residential (20+ DU/Acre)*, which would allow a minimum of 240 units on the 12 acre site.

**Site 5** is located on property that reaches from the southeast corner of Julian Street and North 27<sup>th</sup> Street to the south side of East St. John Street and both sides of North 26<sup>th</sup> Street. The land use designation would change from *Light Industrial* to *Medium High Density Residential (12-25 DU/Acre)*, which would allow 60 to 125 units on the 5.0 acre site.

**Site 6** is located within an area that is bounded by Highway 87, Curtner Avenue, and Canoas Garden Avenue. The land use designation would change from *Light Industrial* to *High Density Residential (20-50 DU/Acre)*, which would allow 141 to 353 units on the 7.05 acre site.

**Site 7** is located on the southeast corner of Curtner Avenue and Canoas Garden Avenue. The land use designations on this site would change from *Light Industrial (2.8 acres)* to *Transit Corridor Residential (20+ DU/Acre)* on 4.9 acres, which would allow a minimum of 98 units on the site.

**Site 8a** is located at the southwest corner of West San Carlos Street and Race Street, on both sides of Lincoln Avenue. The land use designation would change from *Combined Industrial/Commercial* to *High Density Residential (25-65 DU/Acre) with General Commercial Overlay*, which would allow 152 to 396 units on the 6.1 acre site.

**Site 8b** is located at the northwest corner of Auzerai Avenue and Race Street, on both sides of Lincoln Avenue. The land use designation would change from *Combined Industrial/Commercial* to *High Density Residential (25-65 DU/Acre)*, which would allow 370 to 962 units on the 14.8 acre site.

**Site 8c** is located at the southeast corner of Auzerai Avenue and Race Street on the east side of Lincoln Avenue. The land use designation would change from *Combined Industrial/Commercial* to *Industrial Park*.

**Site 8d** is located on the south side of Auzerai Avenue between Lincoln Avenue and Sunol Street. The land use designation would change from *Combined Industrial/Commercial* to *Transit Oriented Mixed Use*.

**Site 8e** is located on the south side of Auzerai Avenue between Sunol Street and Los Gatos Creek. The land use designation would change from *Combined Industrial/Commercial* to *Public Park/Open Space* on the 8.4 acre site.

**Site 8f** is located on the northwest corner of Savaker Street and Sunol Street. The land use designation would change from *Heavy Industrial* to *Industrial Park*. For the purposes of this analysis, it is assumed that development on this site under the proposed land use designation

would include approximately the same square footage of industrial development as is currently on the 5.1 acre site.

### ***Potential Environmental Impacts of the Project***

The EIR will identify the significant environmental effects anticipated to result from development of the project as proposed. The EIR will include at least the following specific environmental categories as related to the proposed project:

#### ***1. Land Use***

All of the eight project sites are currently developed with residential, commercial, or industrial land uses with the exception of Sites 1 and 7 which are currently developed as Park and Ride lots. As stated above, land uses adjacent to the project sites include commercial, industrial, office, light rail stations, and residential. The EIR will describe the existing land uses adjacent to and within the project area. Land use impacts which would occur as a result of the proposed project will be described, including the compatibility of the proposed and existing land uses in the project area. Mitigation measures will be identified for potential significant impacts, as warranted.

#### ***2. Transportation and Circulation***

The project sites are located in developed areas of San José, and as can be expected, existing roadway volumes in the project areas are high. The EIR will examine the existing traffic conditions in the immediate vicinity of the project sites. A transportation modeling analysis will be completed for the proposed projects in order to identify the transportation impacts of the proposed projects on the planned long-range transportation network. Mitigation measures will be identified for potential significant impacts, as warranted.

#### ***3. Air Quality***

The San Francisco Bay Area is a non-attainment area for carbon monoxide. The EIR will address the regional air quality conditions in the Bay Area, and discuss the proposed projects impacts to the Clean Air Plan. The Bay Area Air Quality Management District requires that General Plan amendments be evaluated in terms of whether or not they increase vehicle hours traveled faster than population. Temporary construction related impacts such as construction vehicle exhaust and air-borne particulates (i.e., dust) will also be discussed. Mitigation measures will be identified for potential significant impacts, as warranted.

#### ***4. Noise***

The major noise sources in the project areas are automobile traffic and VTA Light Rail transit. The EIR will discuss the potential of the proposed project sites to be impacted by the existing noise levels at the project sites. The EIR will also discuss the increase in traffic noise that would result from implementation of the proposed project and temporary construction noise. Noise levels will be evaluated for consistency with applicable standards and guidelines in the City of San José. Mitigation measures will be identified for potential significant impacts, as warranted.

## 5. *Geology and Soils*

The project sites are located in the seismically active San Francisco Bay Area. The EIR will summarize the major soils and geological features in the eight project areas, and describe the types of impacts that may result. Mitigation measures will be identified for potential significant impacts, including the need for project/site-specific reports, as warranted.

## 6. *Vegetation and Wildlife*

As stated previously, all of the project sites are currently developed. The EIR will provide a discussion of the existing habitat value of the project sites and identify all listed special-status species considered likely to be present. This section will evaluate the potential impacts of the future development on habitat value and listed species. Mitigation measures will be identified for potential significant impacts, including the need for project/site-specific reports, as warranted.

## 7. *Cultural Resources*

The project sites are located in an area of moderate to high archaeological sensitivity. The EIR will summarize the known presence of nearby historic and archaeological sites, and address the potential for future development on the project sites to impact cultural resources. Mitigation measures will be identified for potential significant impacts, including the need for project/site-specific reports, as warranted.

## 8. *Hydrology and Water Quality*

The majority of the project sites (Sites 1, 3, 4, 6, 7, and 8) are developed with commercial and industrial buildings and parking lots. As a result, existing runoff rates on these sites are high and are likely to contain non-point source pollutants. Implementation of the proposed project will not increase the amount of impermeable surface on these project sites, but may increase run off on Sites 2 and 5. The EIR will address flooding, drainage, and water quality impacts which may occur as a result of the proposed project. The proposed project's conformance with the Santa Clara Valley Urban Runoff Pollution Prevention Program and the City of San José's Post-Construction Urban Runoff Management Policy will be addressed. Mitigation measures will be identified for potential significant impacts, as warranted.

## 9. *Hazardous Materials*

The project sites are located in areas historically used for agricultural or industrial purposes and most are currently surrounded by commercial businesses and offices. The EIR will summarize known hazardous materials conditions on or adjacent to the project sites, and address the potential for future development on these sites to result in a hazardous materials impact. Mitigation measures will be identified for potential significant impacts, as warranted.

## 10. *Visual Resources*

The project sites are located on the floor of the Santa Clara Valley in developed areas of San

José. The EIR will describe the existing visual setting of each of the eight project areas and visual changes that are anticipated to occur as a result of the proposed projects. Mitigation measures will be identified for potential significant impacts, as warranted.

*11. Utilities and Public Services*

Future development on the eight sites may result in an increased demand on utilities and public facilities compared to existing conditions. The EIR will examine the impacts of future development on public services, including utilities such as sanitary and storm drains, water supply, and solid waste management. Mitigation measures will be identified for potential significant impacts, as warranted.

*12. Availability of Public Systems*

Future development on the eight sites will result in an increased demand on public systems such as police and fire protection, as well as schools, parks, and libraries. The EIR will address the availability of public facilities and service systems, and the potential for the project to require the construction of new facilities. Mitigation measures will be identified for potential significant impacts, as warranted.

*13. Alternatives*

The EIR will examine alternatives to the proposed project including a “No Project” alternative and at least two alternative development scenarios. Alternatives discussed will be chosen on their ability to reduce or avoid identified significant impacts of the proposed project while achieving most of the objectives of the City of San José.

*14. Growth Inducing Impacts*

The EIR will identify and describe in qualitative terms the extent to which infrastructure proposed or required by the projects would induce growth in the project areas by producing excess capacity.

*15. Significant Unavoidable Impacts*

The EIR will identify those impacts that cannot be avoided, if the project is implemented as proposed.

*16. Cumulative Impacts*

The EIR will include a Cumulative Impacts section which will address the potentially significant cumulative impacts of the project when considered with other past, present, and reasonably foreseeable future projects in the area. The analysis will include a discussion of all projects for which applications are pending. This section will cover all subject areas discussed in the EIR (e.g., traffic, air quality, and noise) and will specify which of the areas are anticipated to experience significant cumulative impacts. Cumulative impacts will be discussed qualitatively, unless specific quantitative information on other pending projects is available prior to publication of the Draft EIR.

Santa Clara Valley  
Water District



5750 ALMADEN EXPWY  
SAN JOSE, CA 951183686  
TELEPHONE (408) 266-2600  
FACSIMILE (408) 266-0271  
www.valleywater.org  
AN EQUAL OPPORTUNITY EMPLOYER

4 pages, No cover

File: 22028  
Various

January 22, 2004

Ms. Deanna Chow  
Planning, Building and Code Enforcement  
City of San Jose  
City Hall Annex, Room 400  
801 North First Street  
San Jose, CA 95110-1795

Subject: Notice of Preparation of a Draft Environmental Impact Report for the Housing Opportunities Study III General Plan Amendments to the City of San Jose's 2020 General Plan

Dear Ms. Chow:

The Santa Clara Valley Water District (District) has reviewed the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Housing Opportunities Study III General Plan Amendments to the City of San Jose's 2020 General Plan, dated December 23, 2003 and submitted to the District on December 26, 2003.

Some of the proposed sites are located adjacent to District facilities, and development of these sites will require District permit as per District Ordinance 83-2.

Redevelopment of these various sites to provide for more housing provides the opportunity to improve water quality and habitat in the surrounding creeks. For all the sites, compliance with the C.3 Provisions of the National Pollutant Discharge Elimination System (NPDES) permit will help improve the quality of runoff leaving each site and entering various creeks in the City and eventually the Bay. Compliance with these provisions will also help reduce the quantity of runoff entering the creeks and thus will help reduce erosion of the creeks.

For sites located adjacent to a creek (sites 1, 4, and 8e), redevelopment will provide the opportunity to include riparian corridor setbacks, trails and open space, and enhancement/restoration of the existing riparian habitat. Though the existing riparian habitat may not be of high quality at these sites, redevelopment presents the opportunity to enhance and restore the habitat while providing open space and recreational opportunities that will be amenities for these residential areas, which is particularly important where housing densities are high and existing public open space area is limited. Provisions to provide open space, enhancement/restoration of the riparian habitat, and protection of stormwater quality should be required for each of the sites that are adjacent to a creek and fully incorporated early into each site design.



Ms. Deanna Chow  
Page 2  
January 22, 2004

All wells must be identified on development/improvement plans in accordance with District Ordinance 90-1, including any not registered with the District, and must be properly registered with the District and either be maintained or destroyed in accordance with the District Ordinance 90-1. Property owners or their representative should contact the District Wells and Water Production Unit at (408) 265-2607, extension 2660, for more information.

In addition to the above comments that are applicable to all the sites, the following are site specific comments:

**Site No. 1**

1. Canoas Creek, a District flood control facility, is located along the westerly property line, and development of this site will require a District permit.
2. The site is in a special flood hazard zone; however, Canoas Creek experiences flooding on a frequent basis. Redevelopment of the site is not to increase runoff, and we recommend that measures be taken to reduce and/or detain runoff to help alleviate the existing flooding problems.
3. All drainage from the site is to be directed to the public storm drain system; overbank runoff to Canoas Creek is not allowed as it causes erosion of the creek bank.

**Site No. 2**

4. Upper Penitencia Creek is located along the southerly side of Berryessa Road, and the District's Central Pipeline is located on the southerly side of Berryessa Road from the creek eastward. If development of this parcel requires street or utility work to occur within 50 feet of either of these facilities a District permit will be required.
5. Based on the Federal Insurance Rate Maps (FIRM), the site is located on panel 14 of the City of San Jose FIRM, and approximately the southerly third of the site is located in a flood hazard zone AH with a base flood elevation (BFE) of 79 feet.
6. District records show there is one well located on Assessor's Parcel No. (APN) 241-03-016.

**Site No. 3**

7. The District's Central Pipeline is located along the southerly side of Berryessa Road, and if development of this parcel requires construction to occur within 50 feet of the pipeline a District permit will be required.
8. Based on the FIRM, the site is located on panel 90 of the Santa Clara County FIRM in a flood hazard Zone AO with a depth of flooding of 2 feet.

**Site No. 4**

9. Lower Silver Creek, a District flood control facility, is located along the easterly side of the site, and development of the site will require a District permit.



Ms. Deanna Chow  
Page 3  
January 22, 2004

10. The District has recently completed plans for the improvement of this reach of Lower Silver Creek, though the project will not be constructed until approximately 2014. Additional right of way at Story Road may be required for the construction of the flood control improvements and subterranean easements on the site may be required for the placement of anchors associated with the proposed bank protection. As development plans for the site are developed, details of our right of way needs can be further identified.
11. Based on the FIRM, the site is located on panel 255 of the Santa Clara County FIRM. The northwest corner of the site is located in a flood hazard zone AO with a depth of flooding of 1 foot. The rest of the site is located in Zone D, an area of undetermined but possible flooding, and District records indicate that this area is subject to flooding of less than 1 foot in depth.
12. All drainage from the site is to be directed to the public storm drain system; overbank runoff to Lower Silver Creek is not allowed as it causes erosion of the creek bank.

**Site No. 5**

13. This site is not located adjacent to any District facilities, and development of the site will not require a District permit.
14. Based on the FIRM, the site is located on panel 19 of the City of San Jose FIRM in a flood hazard Zone AO with a depth of flooding of 1 foot.
15. District records indicate there are two wells located on APN 467-07-047.

**Site No. 6**

16. This site is not located adjacent to any District facilities, and development of the site will not require a District permit.
17. Based on the FIRM, the site is located on panel 31 of the City of San Jose FIRM. The easterly portion of the site is located in a flood hazard Zone AH with a BFE of 128 feet. The rest of the site is located in Zone D, an area of undetermined but possible flooding, and District records indicate that this area is subject to flooding of less than 1 foot in depth.

**Site No. 7**

18. This site is not located adjacent to any District facilities, and development of the site will not require a District permit.
19. Based on the FIRM, the site is located on panel 31 of the City of San Jose FIRM. The entire site except the southerly end is located in a special flood hazard Zone AH with a base flood elevation of 128 feet. The rest of the site is located in Zone D, an area of undetermined but possible flooding, and District records indicate that this area is subject to flooding of less than 1 foot in depth.

Ms. Deanna Chow  
Page 4  
January 22, 2004

**Site No. 8**

20. Site 8e is bounded on the easterly side by Los Gatos Creek, a District flood control facility, and development of this site will require a District permit. Sites 8a, 8b, 8c, 8d, and 8f are not adjacent to any District facilities and development of these sites will not require a District permit.
21. Based on the FIRM, the sites 8a, 8b, 8d, 8e, and 8f are located on panel 25 of the City of San Jose FIRM. Site 8c and portions of sites 8a and 8b are located on panel 235 of the Santa Clara County FIRM. All the site No. 8 sites are located in Zone D, an area of undetermined but possible flooding, except the portion of site 8e where Los Gatos Creek is located. The portion of site 8e where Los Gatos Creek is located is in a special flood hazard Zone A, contained in channel.
22. District records show the following wells are located within site 8:
  - APN: 264-14-014 has 4 wells;
  - APN: 264-12-033 has 1 well;
  - APN: 264-12-036 has 1 well;
  - APN: 264-11-034 has 3 wells; and
  - APN: 264-14-126 has 13 wells.
23. All drainage from site 8e is to be directed to the public storm drain system; overbank runoff to Los Gatos Creek is not allowed as it causes erosion of the creek bank.
24. The District will be interested in obtaining right of way along Los Gatos Creek consistent with the requests made as part of the Reed and Graham Site and KB Home Del Monte Site, which are located north and south of site 8e. Setbacks for the future trail and enhancement of the riparian habitat should be addressed, which is consistent with our comments for the redevelopment of the Del Monte and Reed and Graham sites.

Please provide a copy of the DEIR when available for our review and comment. Reference District File No. 22028 on further correspondence regarding this project.

If you have any questions or need further information, you can reach me at (408) 265-2607, extension 2322.

Sincerely,



Colleen Haggerty, P.E.  
Assistant Civil Engineer  
Community Projects Review Unit

cc: S. Tippets, V. Stephens, D. Chesterman, M. Klemencic, E. Evans, T. Hipol, S. Yung,  
C. Haggerty, File (2)

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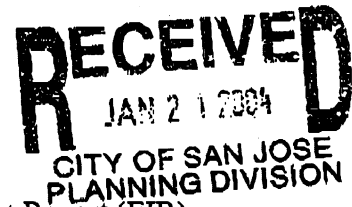
## County of Santa Clara

Roads and Airports Department  
Land Development and Permits  
101 Skyport Drive  
San Jose, California 95110-1302  
(408) 573-2460 FAX (408) 441-0275



January 15, 2004

✓ Ms. Deanna Chow  
City of San Jose  
Department of Planning  
801 North First Street, #400  
San Jose, CA 95110-1795



Subject: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR)  
Housing Opportunities Study III

Dear Ms. Chow:

Your December 23, 2003 NOP for the subject Draft EIR has been reviewed. Our comments are as follows:

(1) From Figure 2, it appears that the proposed projects may have potential traffic impacts as follows:

- Site 4's traffic impacts on Capitol Expressway
- Sites 6 and 7's traffic impacts on Almaden Expressway
- Sites 8's traffic impacts on County roads within the unincorporated County pocket

It is recommended that the traffic analysis in the Draft EIR address our above concerns. The traffic analysis should list the traffic impacts on County facilities and recommend mitigation measures.

(2) A copy of the Draft EIR should be furnished for our review and comments.

Please call me at (408) 573-2487 if you have any comments.

We thank you for the opportunity to review this matter.

Sincerely,

Ashok Vyas  
Land Development Services

cc: MFG, DEC, JME, MA, WRL, file

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

## NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL Mall, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-4082  
Fax (916) 657-5390



January 14, 2003

Deanna Chow  
City of San Jose  
801 North First Street, Room 400  
San Jose, CA 95110

RE: SCH# 2003122126 - Housing Opportunities Study General Plan Amendments Phase III

Dear Ms. Chow:

The Native American Heritage Commission has reviewed the above mentioned NOP. To adequately assess and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

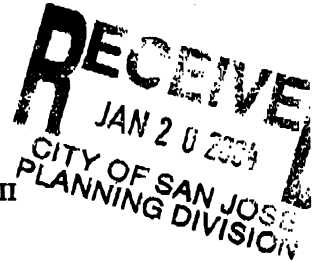
1. Contact the appropriate Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
3. Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. Requests must be made in writing with the County, Quad map name, township, range and section.
  - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures.
4. Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5 (e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

If you have any questions, please contact me at (916) 653-4038.

Sincerely,

  
Debbie Pilas-Treadway  
Environmental Specialist III

CC: State Clearinghouse





**BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT**

**ALAMEDA COUNTY**  
Roberta Cooper  
Scott Haggerty  
(Chairperson)  
Nate Miley  
Sheila Young

**CONTRA COSTA COUNTY**  
Mark DeSaulnier  
Mark Ross  
Gayle Ulikema  
(Secretary)

**MARIN COUNTY**  
Harold C. Brown, Jr.

**NAPA COUNTY**  
Brad Wagenknecht

**SAN FRANCISCO COUNTY**  
Wille Brown, Jr.  
Chris Daly  
Jake McGoldrick

**SAN MATEO COUNTY**  
Jerry Hill  
Marland Townsend  
(Vice-Chairperson)

**SANTA CLARA COUNTY**  
Liz Kniss  
Patrick Kwak  
Julia Miller  
Dena Mossar

**SOLANO COUNTY**  
John F. Silva

**SONOMA COUNTY**  
Tim Smith  
Pamela Torliatt

Jack P. Broadbent  
EXECUTIVE OFFICER/APCO

January 28, 2004

Deanna Chow  
City of San Jose  
City Hall Annex, Room 400  
801 North First Street  
San Jose, CA 95110-1795

**Subject: Housing Opportunities Study III General Plan Amendments**

Dear Ms. Chow:

The Bay Area Air Quality Management District (District) staff have received your agency's Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Housing Opportunities Study III General Plan Amendments (GPAs) to San Jose's General Plan. The GPAs consist of thirteen separate sites that have been identified as underutilized or vacant parcels that can support higher density residential or mixed-use developments. Land use changes associated with this project would allow for up to 3,465 additional housing units on in-fill sites throughout San Jose. In many cases, we strongly support higher density residential development on in-fill sites near transit and employment sites.

We agree with the NOP's conclusion that the DEIR should include the analysis of the project's potential impacts upon air quality. The air quality standards are set at levels to protect public health and welfare. The Bay Area is currently a nonattainment area for federal and state ambient air quality standards for ground level ozone and state standards for particulate matter. The NOP incorrectly states that the Bay Area is a nonattainment area for carbon monoxide (CO). In fact, no exceedances of either the state or national CO standards have been recorded at any of the region's monitoring stations since 1991, and the Bay Area has been designated as an attainment area for all CO standards since 1998.

Toxic air contaminants are also an area of serious concern in the Bay Area. Any project with the potential to expose sensitive receptors or the general public to substantial levels of toxic air contaminants would be deemed to have a significant impact. As general background for readers, the DEIR should provide quantitative summaries of the region's attainment status with regard to ambient air quality standards, discuss the health effects of air pollution, and identify the contribution of mobile and stationary sources to air pollution emissions.

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Ms. Deanna Chow

-2-

January 28, 2004

mortality rates, and high incidences of chronic respiratory illness. The DEIR should evaluate such impacts and propose appropriate mitigation measures.

The DEIR should include an analysis of the GPAs' consistency with the 2000 Bay Area Clean Air Plan (CAP). In order to evaluate the GPAs' consistency with the CAP, the City should consider the following: the GPAs' consistency with the CAP's population and vehicle use projections, the extent to which the GPAs implement transportation control measures from the CAP, and whether the GPAs provide buffer zones around sources of odors and toxic air contaminants. If planned appropriately, these proposed GPAs need not increase vehicle use at a rate inconsistent with the CAP. A smart growth model of development for San Jose should encourage more walking, biking and transit use and substantially reduce the rate of increase in vehicle miles traveled (VMT) in the area. VMT is considered a more robust indicator of emissions from motor vehicle use than vehicle hours traveled (VHT), therefore we recommend that the DEIR's air quality section evaluate changes in VMT rather than VHT, as noted in the NOP.

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If the City determines that these proposed project sites are appropriate for new housing and will not create land use conflicts that could harm sensitive receptors, we urge the City to do as much as possible to minimize air quality impacts. We suggest that the City require future project sponsors to implement measures to minimize vehicle trips and air pollutant emissions, such as air quality beneficial land use/site design, as well as improved transit and bicycle/pedestrian access. In particular, the City should consider the orientation of future residential development so that the highest density housing is located along major transit corridors or within walking distance of existing or future transit service. Higher density housing near bus and rail routes will allow more residents to access transit service.

Since motor vehicles constitute the largest source of air pollution in the Bay Area, the District has a strong interest in promoting alternative modes of transportation. All of the proposed project sites are within walking distance of public transit and several are close to existing VTA bus and light rail stops as well as proposed future San Jose BART stations. The City should work with project sponsors and VTA to ensure that there are adequate pedestrian and bicycle linkages between project sites and all existing and future transit nodes, in order to make transit as accessible as possible for new residents. We also encourage the City to work with future project sponsors to include bicycle and pedestrian facilities in the developments as well as to provide linkages between the project areas and any existing or proposed local and/or regional pedestrian/bicycle networks.

Ms. Deanna Chow

-3-

January 28, 2004

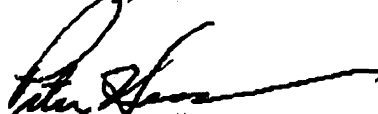
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If you have any questions regarding these comments, please contact Suzanne Bourguignon, Environmental Planner, at (415) 749-5093.

Sincerely,

  
Jack P. Broadbent  
Executive Officer/APCO

JPB:SB

cc: BAAQMD Director Liz Kniss  
BAAQMD Director Patrick Kwok  
BAAQMD Director Julia Miller  
BAAQMD Director Dana Mossar



**Pacific Gas and  
Electric Company**

Land Services

111 Almaden Boulevard  
San Jose, CA 95115

January 29, 2004

Department of City Planning  
City of San Jose  
801 N. First Street, Rm. 400  
San Jose, CA 95110  
Attn: Deanna Chow  
Fax #: 408-277-3250

RE: Notice of Preparation of a Draft Environmental Impact Report (EIR)  
For Housing Opportunity studies III  
General Plan Amendments to the City's 2020 General Plan  
City: GP03-03-13, GP03-04-07, GP03-04-08  
GP03-05-05, GP03-06-01, GP03-06-02  
GP03-06-03, GP03-06-04, GP03-06-05  
GP03-06-06, GP03-06-07, GP03-06-08  
GP03-10-02, dated December 2003  
SCH No. (to be assigned)  
Location: 13 sites throughout San Jose- as shown on attached Figure 1  
PG&E File : 40322924-y04-MR -14

Dear Sir/ Madam,

Thank you for the opportunity to review the Notice of Preparation of a Draft  
Environmental Impact Report (EIR) for General Plan Amendment at the above referenced  
location as shown on attached Figure 1.

PG&E has the following comments to offer:

PG&E owns and operates gas and electric facilities which are located within and adjacent to the proposed project. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their project plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

The developers will be responsible for the costs associated with the relocation of existing PG&E facilities to accommodate their proposed development. Because facilities relocation's require long lead times and are not always feasible, the developers should be encouraged to consult with PG&E as early in their planning stages as possible.





**Pacific Gas and  
Electric Company**

Land Services

111 Almaden Boulevard  
San Jose, CA 95116

Relocations of PG&E's electric transmission and substation facilities (50,000 volts and above) could also require formal approval from the California Public Utilities Commission. If required, this approval process could take up to two years to complete. Proponents with development plans which could affect such electric transmission facilities should be referred to PG&E for additional information and assistance in the development of their project schedules.

We would also like to note that continued development consistent with City's General Plans will have a cumulative impact on PG&E's gas and electric systems and may require on-site and off-site additions and improvements to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas or electric transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads.

Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substation and transmission line equipment, expanding existing substations to their ultimate buildout capacity, and building new substations and interconnecting transmission lines. Comparable upgrades or additions needed to accommodate additional load on the gas system could include facilities such as regulator stations, odorizer stations, valve lots, distribution and transmission lines.

We would like to recommend that environmental documents for proposed development projects include adequate evaluation of cumulative impacts to utility systems, the utility facilities needed to serve those developments and any potential environmental issues associated with extending utility service to the proposed project. This will assure the project's compliance with CEQA and reduce potential delays to the project schedule.

We also encourage the Planning Office of the City to include information about the issue of electric and magnetic fields (EMF) in environmental documents. It is PG&E's policy to share information and educate people about the issue of EMF.

Electric and Magnetic Fields (EMF) exist wherever there is electricity--in appliances, homes, schools and offices, and in power lines. There is no scientific consensus on the actual health effects of EMF exposure, but it is an issue of public concern. If you have questions about EMF, please call your local PG&E office. A package of information which includes materials from the California Department of Health Services and other groups will be sent to you upon your request.



**Pacific Gas and  
Electric Company**

Land Services

111 Almaden Boulevard  
San Jose, CA 95115

PG&E remains committed to working with City to provide timely, reliable and cost effective gas and electric service to the planned area. We would also appreciate being copied on future correspondence regarding this subject as this project develops.

The California Constitution vests in the California Public Utilities Commission (CPUC) exclusive power and sole authority with respect to the regulation of privately owned or investor owned public utilities such as PG&E. This exclusive power extends to all aspects of the location, design, construction, maintenance and operation of public utility facilities. Nevertheless, the CPUC has provisions for regulated utilities to work closely with local governments and give due consideration to their concerns. PG&E must balance our commitment to provide due consideration to local concerns with our obligation to provide the public with a safe, reliable, cost-effective energy supply in compliance with the rules and tariffs of the CPUC.

Should you require any additional information or have any questions, please call me at (408) 282-7401.

Sincerely,

A handwritten signature in black ink, appearing to read "Alfred Poon".

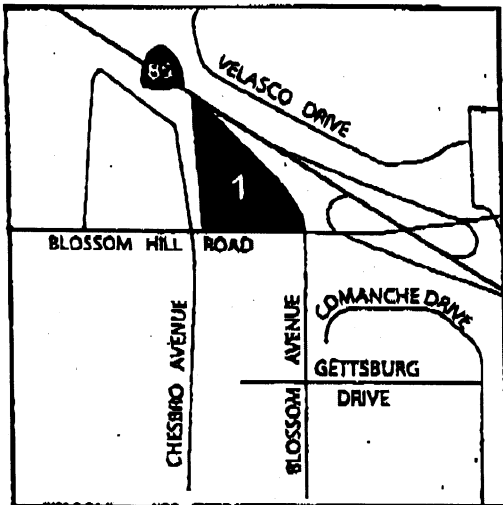
Alfred Poon  
Land Agent  
Corporate Real Estate  
South Coast Area, San Jose

Attachment

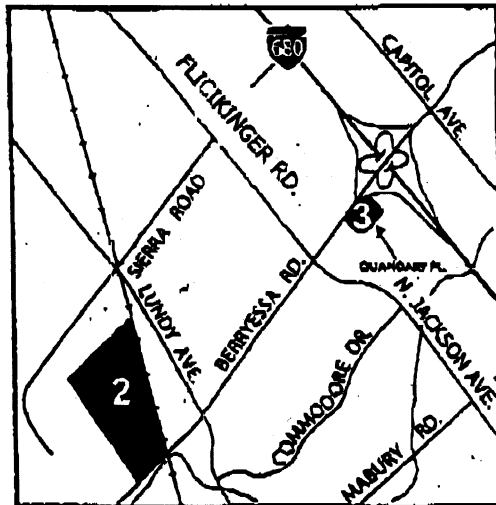


VICINITY MAP

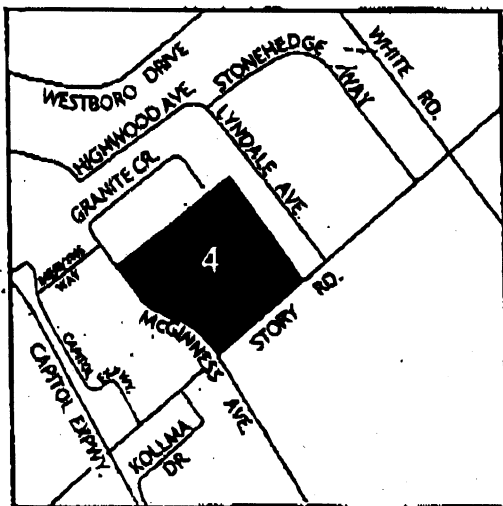
FIGURE 1



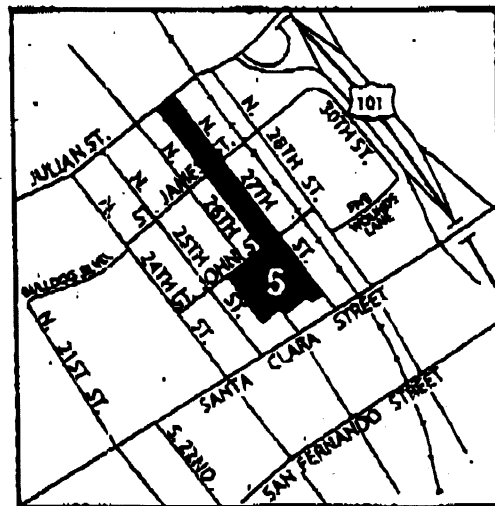
Site 1



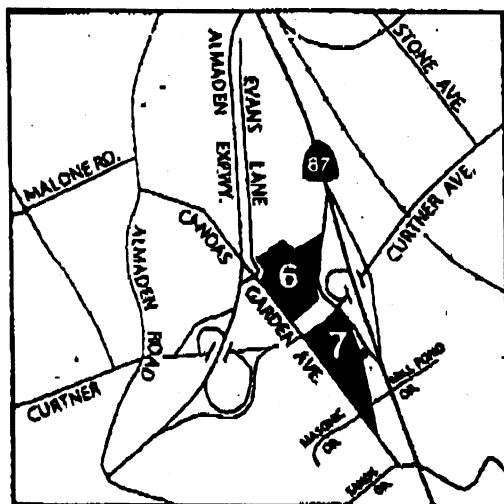
Site 2 & 3



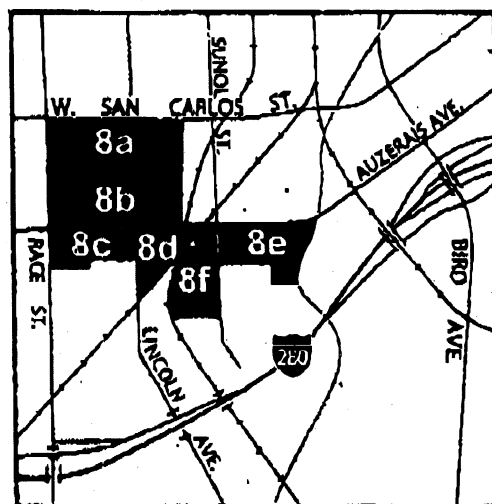
Site 4



Site 5



Site 6 & 7



Site 8a - 8f

Site 1 (GP03-10-02) is located on the northwest corner of Blossom Hill Road and Blossom Avenue. The land use designation would change from *Medium Density Residential (8-16 DU/Acre)* to *Medium Density Residential (12-25 DU/AC)*, which would allow approximately between 173 and 360 units on the 14.4-acre site. The proposed designation will allow an estimated net increase of approximately 103 dwelling units.\*

Site 2 (GP03-04-08) is located on the north side of Berryessa Road, just west of the Union Pacific Railroad tracks. The land use designation would change from *Industrial Park* to *Transit Corridor Residential (20+ DU/Acre)*, which would allow approximately at least 270 units on the 13.5-acre site. The proposed land use designation will allow an estimated net increase of approximately 743 dwelling units.\*

Site 3 (GP03-04-07) is located on the south side of Berryessa Road, east of Jackson Avenue. The land use designation would change from *Medium Density Residential (8-16 DU/Acre)* to *High Density Residential (25-50 DU/Acre)*, which would allow approximately 63 to 125 units on the 2.5-acre site. The proposed land use designation will allow an estimated net increase of approximately 66 dwelling units.\*

Site 4 (GP03-05-05) is located on the northeast corner of Story Road and McGinness Avenue. The land use designation would change from *General Commercial* to *Transit Corridor Residential (20+ DU/Acre)*, which would allow a minimum of approximately 120 units on the 6.0-acre site. The proposed land use designation will allow an estimated net increase of approximately 330 dwelling units.\*

Site 5 (GP03-03-13) is located on property that reaches from the southeast corner of Julian Street and North 27<sup>th</sup> Street to the south side of East St. John Street and both sides of North 26<sup>th</sup> Street. The land use designation would change from *Light Industrial* to *Medium Density Residential (8-16 DU/Acre)* on 3.4 acres and *Medium High Density Residential (12-25 DU/AC)* on 3.5 acres, which will allow an estimated net increase of approximately 99 dwelling units on the 6.9-acre site.\*

Site 6 (GP03-06-01) is located within an area that is bounded by Highway 87, Curtner Avenue, and Canoas Garden Avenue. The land use designation would change from *Light Industrial* to *High Density Residential (25-50 DU/Acre)*, which would allow approximately 178 to 355 units on the 7.1-acre site. The proposed land use designation will allow an estimated net increase of approximately 261 dwelling units.\*

Site 7 (GP03-06-02) is located on the southeast corner of Curtner Avenue and Canoas Garden Avenue. The land use designations on this site would change from *Public/Quasi-Public (2.8 acres)* and *Office (2.1 acres)* to *Transit Corridor Residential (20+ DU/Acre)* on 4.9 acres, which would allow a minimum of approximately 98 units on the 4.9-acre site. The proposed land use designation will allow an estimated net increase of approximately 270 dwelling units.\*

Site 8a (GP03-06-03) is located at the southwest corner of West San Carlos Street and Race Street, on both sides of Lincoln Avenue. The land use designation would change from *Combined Industrial/Commercial (Midtown Planned Community)* to *High Density Residential (25-65 DU/Acre) with General Commercial Overlay (Midtown Planned Community)*, which would allow approximately 153 to 396 units on the 6.1-acre site. The proposed land use designation will allow an estimated net increase of approximately 336 dwelling units.\*

Site 8b (GP03-06-04) is located at the northeast corner of Auzerais Avenue and Race Street, on both sides of Lincoln Avenue. The land use designation would change from *Combined Industrial/Commercial (Midtown Planned Community)* to *High Density Residential (25-65 DU/Acre (Midtown Planned Community))*, which would allow approximately 370 to 962 units on the 14.8-acre site. The proposed land use designation will allow an estimated net increase of approximately 814 dwelling units.\*

Site 8c (GP03-06-05) is located at the southeast corner of Auzerais Avenue and Race Street on the east side of Lincoln Avenue. The land use designation would change from *Combined Industrial/Commercial (Midtown Planned Community)* to *Industrial Park (Midtown Planned Community)* on 5.8 acres.

Site 8d (GP03-06-06) is located on the south side of Auzerais Avenue between Lincoln Avenue and Sunol Street. The land use designation would change from *Combined Industrial/Commercial (Midtown Planned Community)* to *Transit-Oriented Mixed-Use (Midtown Planned Community)* on 5.9 acres. The proposed land use change will allow an estimated net increase of 443 dwelling units.\*

Site 8e (GP03-06-07) is located on the south side of Auzerais Avenue between Sunol Street and Los Gatos Creek. The land use designation would change from *Combined Industrial/Commercial* to *Public Park/Open Space and Mixed Use with No Underlying Land Use Designation #16* on the 8.4-acre site.

Site 8f (GP03-06-08) is located on the northwest corner of Savaker Street and Sunol Street. The land use designation would change from *Heavy Industrial (Midtown Planned Community)* to *Industrial Park (Midtown Planned Community)* on 5.1 acres.

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\* For the purposes of the EIR, the average net increase was analyzed. The net increase in dwelling units is based on General Plan amendment land use methodology which estimates the dwelling unit increase or decrease between the proposed and existing land use designations.



**BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT**

**ALAMEDA COUNTY**  
Roberta Cooper  
Scott Haggerty  
(Chairperson)  
Nate Miley  
Shelia Young

**CONTRA COSTA COUNTY**  
Mark DeSaulnier  
Mark Ross  
Gayle Uilkema  
(Secretary)

**MARIN COUNTY**  
Harold C. Brown, Jr.

**NAPA COUNTY**  
Brad Wagenknecht

**SAN FRANCISCO COUNTY**  
Willie Brown, Jr.  
Chris Daly  
Jake McGoldrick

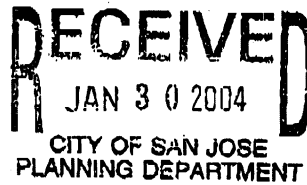
**SAN MATEO COUNTY**  
Jerry Hill  
Marland Townsend  
(Vice-Chairperson)

**SANTA CLARA COUNTY**  
Liz Kniss  
Patrick Kwok  
Julia Miller  
Dona Mossar

**SOLANO COUNTY**  
John F. Silva

**SONOMA COUNTY**  
Tim Smith  
Pamela Tortiatt

Jack P. Broadbent  
EXECUTIVE OFFICER/APCO



January 28, 2004

Deanna Chow  
City of San Jose  
City Hall Annex, Room 400  
801 North First Street  
San Jose, CA 95110-1795

**Subject: Housing Opportunities Study III General Plan Amendments**

Dear Ms. Chow:

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Ms. Deanna Chow

-3-

January 28, 2004

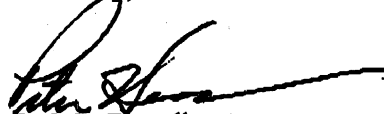
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If you have any questions regarding these comments, please contact Suzanne Bourguignon, Environmental Planner, at (415) 749-5093.

Sincerely,

  
Jack P. Broadbent  
Executive Officer/APCO

JPB:SB

cc: BAAQMD Director Liz Kniss  
BAAQMD Director Patrick Kwok  
BAAQMD Director Julia Miller  
BAAQMD Director Dena Mossar

Subj: HOS III "Scoping Meeting" on 1/21/04 @ 5:30 PM  
Date: 01/21/2004 10:29:30 AM Pacific Standard Time  
From: DaleWarner  
To: stan.ketchum@ci.sj.ca.us, deanna.chow@sj.ca.us  
BCC: DaleWarner

TO: Planning Department  
FM: Dale Warner  
RE: Parcel GP03-04-07

Good morning:

We understand that the HOS III scoping meeting this evening will consider more issues and parcels than GP03-04-07, but we would like to enter our concerns into the record about GP03-04-07, the 2.5 acre parcel on Berryessa Road immediately west of 680.

#### GENERAL ISSUES

What are the basic assumptions (need for general plan amendment, appropriateness of location & density & height, etc.) made by the planning department in support of its proposed general plan amendment for this parcel?

The density requirements plus height violate community standards as to height & density in the neighborhood.

The density requirements plus height are incompatible with existing housing nearby.

The density requirements plus height violate the "suburban" policy embedded in city's transit corridor development policy.

The density requirements plus height are not wanted by the neighbors in the community.

If this is a transit corridor project, can you really say that crossing an on-ramp to 680 and an off-ramp from 680 by a pedestrian on the way over the overpass to North Capitol Avenue is within the concept of "walking distance"?

#### PROBLEMS:

parking on site before & after construction

parking nearby before & after construction

traffic congestion during & after construction

schools & children added to enrollments

open space, play park for children on-site

shadows

winds, will high-rise building cause change to microclimate

during construction: dust, airborne particulate, noise, interruptions of service in phones, electricity, & water sewage

water availability, water pressure

damage to Berryessa Road during construction

portion for affordable housing

traffic danger due to proximity to 680 on-ramp during and after construction

loss of 200 cherry trees, need commitment to replace lost trees

earthquake & liquefaction issues (there may be a reason for low height development in area)

underground flows of water

damage to habitat, this is untilld orchard land, not worked farm land

American Indian artifacts or cultural sites

sewage capacity, graywater disposal into Bay

need room for trees, plants & lawn between building and street

flooding issues, water flow issues

implications for development of the acres to the south of the 2.5 acre parcel and the acres at Jackson & Berryessa (2 parcels)

#### DOCUMENTATION QUESTIONS

Who got notified of "scoping" meeting and what was content of letter? Was it intelligible?

=====

Dale Warner  
1550 The Alameda, Ste. 209  
San Jose, California 95126

[www.DaleWarner.com](http://www.DaleWarner.com)

408.995.0570 (phone)  
408.995.5124 (facsimile)

GP03-04-07

Subj: **Housing density for Berryessa area**  
Date: 01/20/2004 6:04:31 PM Pacific Standard Time  
From: dltuck@sbcglobal.net (Doris Lea Tuck)  
To: stan.ketchum@ci.sj.ca.us  
CC: DaleWarner@aol.com, District4@sanjoseca.gov

Dear Chuck, Stan, and Dale,

Regarding the density proposed for the 2.5 parcel on Berryessa Road just west of 680, this is way too dense for this rural/residential area and 70+ feet is outrageous for this area.

I agree with having somewhat more dense housing near the lightrail, but that height and density is appropriate for downtown, not for this more rural neighborhood.

In addition, the added traffic would be very hard on the surrounding area. Besides the condition of Berryessa Road at that point and to the west, which is pretty rough.

Besides, there is no way that housing west of 680 can be considered "walking distance" to the light rail, which is east of 680.

I strongly object to this.

Doris Lea Tuck  
3409 Mira Vista Circle

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Headers

Return-Path: <dltuck@sbcglobal.net>  
Received: from rly-xj01.mx.aol.com (rly-xj01.mail.aol.com [172.20.116.38]) by air-xj02.mail.aol.com (v97.18) with ESMTP id MAILINXJ21-4ff400dddec187; Tue, 20 Jan 2004 21:04:30 -0500  
Received: from web80405.mail.yahoo.com (web80405.mail.yahoo.com [66.218.79.60]) by rly-xj01.mx.aol.com (v97.10) with ESMTP id MAILRELAYINXJ19-4ff400dddec187; Tue, 20 Jan 2004 21:03:24 -0500  
Message-ID: <20040121020323.43527.qmail@web80405.mail.yahoo.com>  
Received: from [67.124.158.212] by web80405.mail.yahoo.com via HTTP; Tue, 20 Jan 2004 18:03:23 PST  
Date: Tue, 20 Jan 2004 18:03:23 -0800 (PST)  
From: Doris Lea Tuck <dltuck@sbcglobal.net>  
Subject: Housing density for Berryessa area  
To: stan.ketchum@ci.sj.ca.us  
Cc: DaleWarner@aol.com, District4@sanjoseca.gov  
MIME-Version: 1.0  
Content-Type: text/plain; charset=us-ascii  
X-AOL-IP: 66.218.79.60

NO.1

San Jose, California  
January 12<sup>th</sup> 2004

CITY OF SAN JOSE,  
Department of Planning, Building and Code Enforcement  
801 N. First St. Rm. 400  
San Jose California 95110

ATTN: DEANNA CHOW

IN RE: THE EIR PUBLIC SCOPING MEETING  
PHASE III, PROJECT GPO3-05-05

Sirs:

We the undersigned, all residents and neighbors of the Project GPO3-05-05, (surrounding streets: Story Rd., / Granite Cr / McGinness Av.) are in opposition of the mentioned project.

Changing from the current status of the mentioned land, to : Housing/Apartments, will bring to our area nuisance and negative environmental impact.

Furthermore, the rate of violence will be increased due to the higher density of people living there.

And, our home-values, will depreciated, due to the mentioned project.

We the undersigned, believe that our opinion should be taken into consideration, and, more carefully studies must be done, in the mentioned change.

We really appreciate your kind attention to this matter.

Sincerely yours,

Cristobal Santiago 1071 MCGINNESS AV  
Manu Hecard 2831 Granite Creek PL  
Nahua Ruiz 1067 MCGINNESS AVE  
Jan GARCIA 1028 MCGINNESS AVE.  
Filomeno Chaver 9885 GRANITE CREEK PL

Roberto M. Camangon 2877 Granite Creek  
Luis DELGADILLO 1040 MCGINNESS AV,  
Ramon Ortiz Jr. 2899 Granite Creek Pl.



Josephine P Felix 2904 Granite Creek Pl  
 Lance Lucas 2901 Granite creek PL 1

Edward P. Felix 2904 Granite Creek Place,  
~~quits Lucas~~ 2904 Granite creek Place.

Rose Vargas 2912 granite a. PL

Gus Vargas

Tony Anaya

2911 granite creek PL

Conde Lario Martinez

Roman Santos 2893 Granite Creek Place S'S, CA 95127

Alonso Chiez 2885 GRANITE CREEK PL CA 95127

DUNGHAM 2865 granite creek PL CA 95127

Ken Cortez 2865 granite creek PL CA 95127

Norma Watt 2895 GRANITE CK PL 95127

Balwinder Dhillon - 2861 Granite Creek PL SJ 95127